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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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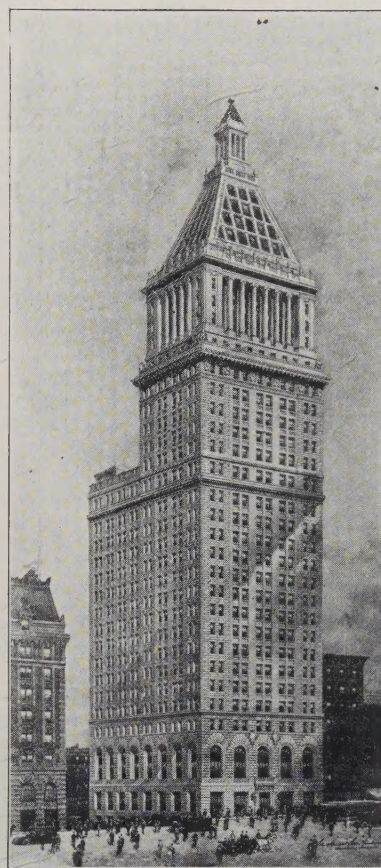
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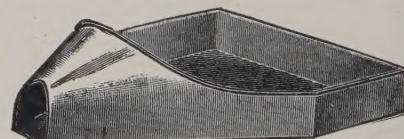
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Grain, Hay and Straw

Chamber of Commerce, Buffalo, N. Y.

Receiver and Shipper

TIPTON, IND.

BUFFALO, N. Y.

We got 'em—

We got the **Urmston Grain Company** to advertise in the Grain Dealers Journal, and know that from the excellent service on consignments which they have rendered in the past, that every car sent them will prove a source of increased profit to the shipper.

We have reserved this space for them for insertion of a different and valuable message to every grain shipper in every issue of the Journal.

You've read this one. Watch for the next.

In the mean time send a trial consignment to them at Buffalo, N. Y.

For cash offers on grain enroute or on track, wire Tipton office.

If You Have

the interest of your market at heart, support it earnestly, help to advertise it thoroughly and above all do not convey the impression that it is an indifferent market by giving it 30 cents worth of advertising.

NEW YORK PRODUCE EXCHANGE MEMBERS

L. W. FORBELL & CO.COMMISSION MERCHANTS
GRAIN AND MILL FEED; OATS A SPECIALTY
Consignments Solicited.342 Produce Exchange
NEW YORK CITY**Kensch & Schwartz Co., Incorporated**
Produce Exchange, New York**CUSHING & BRANDT****CONSIGNMENTS SOLICITED**

COMMISSION MERCHANTS

BUYERS OF CASH GRAIN

WE BUY HOT CORN
Make us offers, will always respond

MEMBERS

NEW YORK PRODUCE EXCHANGE
CHICAGO BOARD OF TRADE
BUFFALO CORN EXCHANGE
NATIONAL GRAIN DEALERS ASSOCIATION

424 PRODUCE EXCHANGE, NEW YORK

Judicious Advertising as Irresistible as Niagara

The Journal Continuously Demonstrates It

OMAHA GRAIN EXCHANGE MEMBERS

CAVERS ELEVATOR COMPANY
OMAHA, NEB.

Buy, Sell, Handle Consignments,
Grain and Hay, make Pure Corn
Chops, Sack grain, quote prices de-
livered any R. R. station.

"All We Know Is Consignments"
MERRIAM COMMISSION CO.
GRAIN OMAHA
Brandels Bldg.

CROWELL ELEVATOR COMPANY
Receivers and Shippers
GRAIN
Consignments Solicited
OMAHA

Omaha and the Updike Grain Co.

are one to the man who has tried and
knows where and to whom to bill his

Grain Consignments
"More-than-satisfactory-service"

Imperial Milling Co. Elevator
Office, Brandeis Bldg., Omaha, Neb.

We buy and sell Grain, Sack Grain,
and Solicit Consignments.

A GOOD FIRM
TO TRADE WITH
SAUNDERS-WESTRAND
ELEVATOR CO.

CONSIGNMENTS
GIVEN PERSONAL ATTENTION

RECEIVERS and SHIPPERS OF
GRAIN

OMAHA
NEB.

Direct
Reduction Tables
for Corn and Oats

Reduce any weight of corn from 100 to 5000
pounds, by ten-pound breaks, direct to bush-
els of 56 lbs.; 56, with one pound dockage for
dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table
may also be used for reducing rye and flax-
seed to bushels. Oats are reduced to bushels
of 32, 33 and 35 pounds.

Ten tables printed from large type on
card board, size 10½x11½ inches, and the
equivalent in bushels of each weight is shown
beside it, so it is impossible to get the wrong
reduction. **Price, 50 Cents.**

Grain Dealers Journal
315 S. La Salle Street CHICAGO, ILL.

E. E. HUNTLEY **GRAIN BROKER**

Reference: Any Bank or ELEVATOR Firm in Omaha
Correspondence Solicited

SCALE TICKET COPYING BOOK

This book contains 125 leaves of scale tickets, four to a leaf.
Each leaf folds back on itself so as with the use of a sheet of carbon to
make a complete and perfect copy of the original on the stub which
remains in the book. The original tickets form the outer half of the
page, so the removal of any ticket does not disturb the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs.,
Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weighers Signature. Size, 9½x11
inches. Printed on good paper.

Order Form No. 73. **PRICE \$1.00.**

GRAIN DEALERS JOURNAL, La Salle St., Chicago, Ill.

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Flanley Grain Company
GRAIN COMMISSION

We solicit consignments and we make high track bids. Phone or wire us for bids, also
for delivered prices. OFFICES:—SIOUX CITY, IOWA OMAHA, NEB.

MEMBERS:—Omaha Grain Exchange Sioux City Board of Trade Milwaukee Chamber of Commerce

IOWA-DAKOTA GRAIN CO.
Grain and Commission Merchants

FURNISHING GRAIN TO MILLS AND
INTERIOR POINTS A SPECIALTY

Write or Wire for Prices. **SIOUX CITY, IA.**

TOLEDO PRODUCE EXCHANGE MEMBERS

WHEN "SEEDY"
Try
C. A. KING & CO.
Toledo Leads World

Read the Advertising pages.
They contain many stories of interest.
The *Grain Dealers Journal* pre-
sents only reputable concerns.

JOHN WICKENHISER & CO.
Wholesale Grain Dealers
TOLEDO, OHIO
We make track bids and quote delivered prices.
Solicit consignments of Grain and Clover Seed.
Members Toledo Produce Exchange and Chicago
Board of Trade

DES MOINES GRAIN MERCHANTS

C. A. WRIGHT W. F. McWHINNEY
WRIGHT & McWHINNEY
 Grain Commission Merchants
 Receivers and Shippers
 Track Bids. DES MOINES, IOWA

B. A. LOCKWOOD GRAIN CO.
 Grain and Mill Feeds
 Tel. Walnut 3202 710 Youngerman Bldg.
 Des Moines, Iowa

TAYLOR & PATTON CO.
 Buyers and Shippers of
GRAIN
 FEEDER TRADE OUR SPECIALTY
 DES MOINES, IOWA

Clark Brown S. E. Squires
S. E. SQUIRES GRAIN CO.
 Hubbell Bldg., Des Moines
SAWERS GRAIN CO.
 Grain Commission Chicago, Ill.

DES MOINES ELEVATOR CO. O A T S
 RECEIVERS AND SHIPPERS
GRAIN
 Terminal Capacity 450,000 Bushels DES MOINES, IOWA
CORN
 A SPECIALTY

INDIANAPOLIS BOARD OF TRADE MEMBERS

The Mutual Grain Co.
 INDIANAPOLIS, IND.
COMMISSION and BROKERAGE
 Best of attention given each shipment
 Your Consignments Solicited

The Bassett Grain Co.
 Indianapolis, Indiana
 616 Board of Trade Building
 Phones 80

Do You Want

The grain trade news? Then subscribe for the Grain Dealers Journal. Twice each month for \$1.50 per year.

Jordan & Montgomery Co.
 WHOLESALE GRAIN
 623 Board of Trade Bldg. Both Telephones 18
 We operate our own Terminal Elevator
 at Indianapolis.
 INDIANAPOLIS INDIANA

Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00.

CIPHER CODES

We carry the following cipher codes in stock and can make prompt delivery

Robinson's Cifer Code, leather	-	2.00
Hay and Grain Cifer Code	-	1.00
A. B. C. Code, 5th Edition	-	7.00
Baltimore, Export Cable Code	-	8.00
Companion Cable Code	-	5.00
Riverside Code, 5th Edition	-	3.00
Universal Grain Code	-	3.00
American Seed Trade Assn.'s Code	-	2.00
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For any of the above, address

GRAIN DEALERS JOURNAL,
 315 So. La Salle St., CHICAGO, ILL.

TRY
Hoosier Grain Co.
 COMMISSION and BROKERAGE
 614 Board of Trade Building
 Both Phones 883 INDIANAPOLIS

Grain Dealers Journal
 CHICAGO - ILLINOIS

MILWAUKEE CHAMBER OF COMMERCE MEMBERS

Grain Dealers

It is no speculation to ship us your grain. It's a sure thing you will be satisfied.

L. BARTLETT & SON CO.
 Milwaukee Chamber of Commerce

STACKS & KELLOGG
GRAIN MERCHANTS

480 Commerce St. MILWAUKEE, WIS.
 We also handle all grades of chicken feed wheat, feed barley, screenings, off-grade and damaged grain.
 Operating Private Elevator

TRY
M. G. RANKIN & CO.
 on consignments of
Barley, Rye, Corn, Oats
 First Floor, Chamber of Commerce
 MILWAUKEE

CHICAGO MINNEAPOLIS
J. V. LAUER & CO.
 Grain Commission
BARLEY A SPECIALTY
 Ship us your next car. Chamber of Commerce
 MILWAUKEE, WIS.

B. G. ELLSWORTH

20-21 Chamber of Commerce, MILWAUKEE, WIS.
 23 years experience in Milwaukee market
 Consignments and shipping orders
 given special attention.

Record of C. N. D.
QUOTATIONS

Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday, 19..." Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, 9½x9½ inches, are well bound in book form—a year's supply. Price 75 cents.

GRAIN DEALERS JOURNAL
 315 S. La Salle Street Chicago, Illinois

E. G. HADDEN CO.
FUTURES
 WHEAT, CORN AND OATS
 DAILY and WEEKLY PRIVILEGES
 Chamber of Commerce, Milwaukee, Wis.
 Send for our Put and Call Circular.

F. R. Morris, Pres. T. W. Parry, Sec'y-Treas.
Morris-Parry Grain Co.
 Buyers and Shippers All Kinds Grain
 503 Chamber of Commerce
 Milwaukee, Wis.

We have induced reliable advertisers to talk to you.
 If they interest you, mention that you saw it in The

Grain Dealers Journal

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McCRAY, MORRISON & COMPANY

Shippers of Corn and Oats

WHOLESALE GRAIN DEALERS

When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.

None are more able to give you this than we.

Correspondence Solicited. KENTLAND, INDIANA

E. A. GRUBBS GRAIN CO.

Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

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Grain Merchants, St. Joseph, Mo.

On your next shipment

Our service plus personal attention will net you results.

Paul Kuhn & Co.

Receivers and Shippers of

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GRABBS REYNOLDS TAYLOR CO.

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CRAWFORDSVILLE INDIANA

The Norton Grain Co.

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KANSAS HARD WHEAT

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E. F. Shepard O. W. Trapp Chas. G. Clark

Shepard, Clark & Co.

218 Columbia Bldg., CLEVELAND, O.

GRAIN HAY STRAW

Dried Beet Pulp. "Hector" Distillers Grain. Mill Feed

E. I. BAILEY

CLEVELAND, OHIO

Receiver and Shipper of
Corn, Oats, Millfeed

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The D. W. RANLET CO.

708 Chamber of Commerce, BOSTON, MASS.

Cash buyers of all kinds of grain, for the New England Territory. Sample wheat, barley, screenings, oat-feed, malt sprouts, etc., specialties. We solicit correspondence

BALDWIN GRAIN COMPANY

GRAIN BROKERS

BUYERS OF CAR LOTS

R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.

L. E. SLICK & CO.

402-405 Livingston Bldg., Bloomington, Ill.

CASH GRAIN

We Buy Grain for All Markets.
Both Phones. Get Our Prices.

KINSEY BROS.

GRAIN, HAY and SEED MERCHANTS

Field Seeds a Specialty

NORTH MANCHESTER, INDIANA

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the advertiser considers before an advertisement is placed:

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The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

MATTHEW D. BENZAQUIN

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Brokerage and Commission

DOMESTIC AND EXPORT

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GRAIN

HAY

Stockbridge Elevator Co.

BUYERS AND SHIPPERS

JACKSON, - MICHIGAN

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WOOL

WILLIS E. SHELLEN

Wholesale Grain

JACKSON MICHIGAN



U. S. FEED & GRAIN CO.

Dealers in GRAIN, HAY, MILL FEED
Manufacturers MIXED FEEDS

Correspondence Solicited

MEMPHIS, - TENNESSEE

INTERIOR GRAIN COMPANY BARLEY A SPECIALTY

We buy and sell BARLEY, OATS, CORN. SEND us SAMPLES for bids' WRITE, TELEGRAPH, PHONE us for prices.

Ship your grain to us for bids. If not accepted, we will forward to your Commission House, Chicago or Milwaukee.

We pay drafts, order bill lading attached, give you official weights and make quick returns.

DAVENPORT, IOWA

CONSIGN—McCASKEY-WILLITTS CO., Empire Building, Pittsburg, Pa.

Incorporated \$50,000.00

"THEY HAVE THE TRADE"

GRAIN, HAY AND STRAW

Liberal Advance on All Shipments

GET OUR PRICES ON
GASOLINE ENGINES AND
AUTOMATIC SCALES
BEFORE BUYING.
WE WILL SAVE YOU
MONEY.

SPECIAL PRICES ON COMPLETE
ELEVATOR EQUIPMENT.

SEND US YOUR
ORDERS.

↓
**EVERYTHING
IN THE
ELEVATOR**

CAN BE
HAD

FROM THE

American Supply Co.

OMAHA, NEB.

LARGEST STOCK GRAIN ELEVATOR **LOWEST PRICES**
MACHINERY & SUPPLIES

GASOLINE ENGINES, SCALES, CONVEYING MACHINERY ETC.

Sheave Wheels
Transmission Rope
Distributing Spouts
Indicator Stands
Spiral Steel Conveyor
Controllable Wagon
Dump
Plain Dump Irons
Ear Corn Feeders
Feed Mills
Man Lifts, Etc.



PULLEYS

Cast Iron, Steel
Rim, Wood Split,
Friction Cutch,
LARGE STOCKS



We make and sell
all styles of Coup-
plings, including the
Roversford Com-
mission Coupling.



**BIG GATES OF
ALL KINDS**



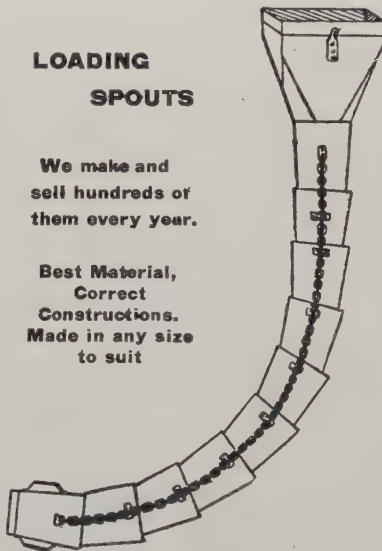
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SPOUTING**

Receiver
Joints and all
Sheet Metal
Work.

**LOADING
SPOUTS**

We make and
sell hundreds of
them every year.

Best Material,
Correct
Constructions.
Made in any size
to suit

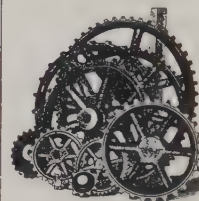


Sprocket
Chain
All
Sizes



**SPROCKET
WHEELS**

Plain, Split, or
with Clutches.



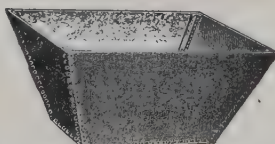
**CAR MOVERS
EASY
ATLAS
SAMSON
SHELDON
SPECIAL**



EMPIRE CUPS



**CAST IRON BOOTS,
ADJUSTABLE,
ALL SIZES.**



BOOT PANS, All Sizes.



SALEM CUPS.



**CUP BOLTS
All Kinds.**



**Rubber
and
Leather
Belting**



Our seamless Rubber Belting is the best for
elevator service and is guaranteed.



MACHINE CUT LACING

**Rawhide and
Indian Tan
Best Quality**

Ask for our Handy Net Price
Catalog.



complete line of bearings,
Plain and Self-Oiling.



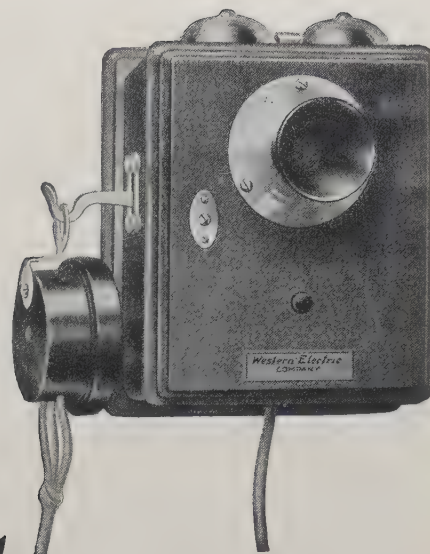
By Comparison always found to be the best. We
carry a full line Wagon, Hopper and Dump Scales.

Ask us about Corn shellers and cleaners.



GRAIN TESTERS

Both the
HOWE and
CHAMPION
carried in
stock.



Keep a telephone eye on your departments with a system of

Western Electric Inter-phones

These practical intercommunicating telephones should be included in your scheme of scientific management.

They produce real time economy—a real saving.

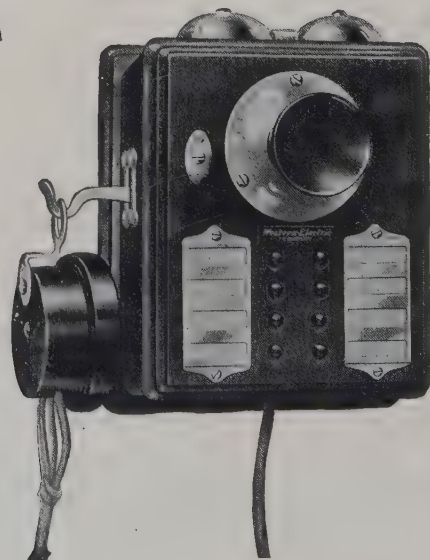
Write for booklet and prices.

WESTERN ELECTRIC COMPANY

Manufacturers of the 7,000,000 "Bell" Telephones

New York	Chicago	Kansas City	San Francisco	Montreal	London
Buffalo	Milwaukee	Oklahoma City	Oakland	Toronto	Berlin
Philadelphia	Pittsburgh	Minneapolis	Los Angeles	Winnipeg	Paris
Boston	Cleveland	St. Paul	Dallas	Calgary	Rome
Richmond	Cincinnati	Denver	Houston	Vancouver	Johannesburg
Atlanta	Indianapolis	Omaha	Seattle	Edmonton	Sydney
Savannah	St. Louis	Salt Lake City	Portland	Antwerp	Tokyo

EQUIPMENT FOR EVERY ELECTRICAL NEED





OLDEST and largest manufacturer of Rubber Belting for conveying and elevating grain, etc., etc.

New York Belting & Packing Co.

91-93 Chambers Street, NEW YORK

130 West Lake Street
CHICAGO, ILL.

2nd Avenue, N., and 3rd Street
MINNEAPOLIS, MINN.

The Gerber Patent Flexible Chain Telescope Car Loading Spout



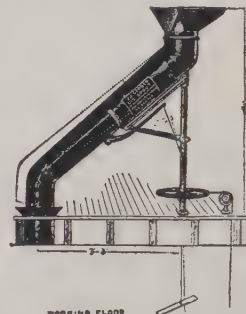
Will last longer than three ordinary flexible spouts because it is made of metal equal to saw blade.

Order one and be convinced.

Swivel Joint at S.

The Gerber Improved Distributing Spouts

Are used in all parts of the country because they are made by skilled workmen, have a world-wide reputation, and will prevent the mixing of grain.



BEWARE OF IMITATIONS.

FOR SALE BY

J. J. GERBER, Minneapolis, Minn.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } **PRICE, \$3.00**
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

A Special Belt for Elevating and Conveying Grain

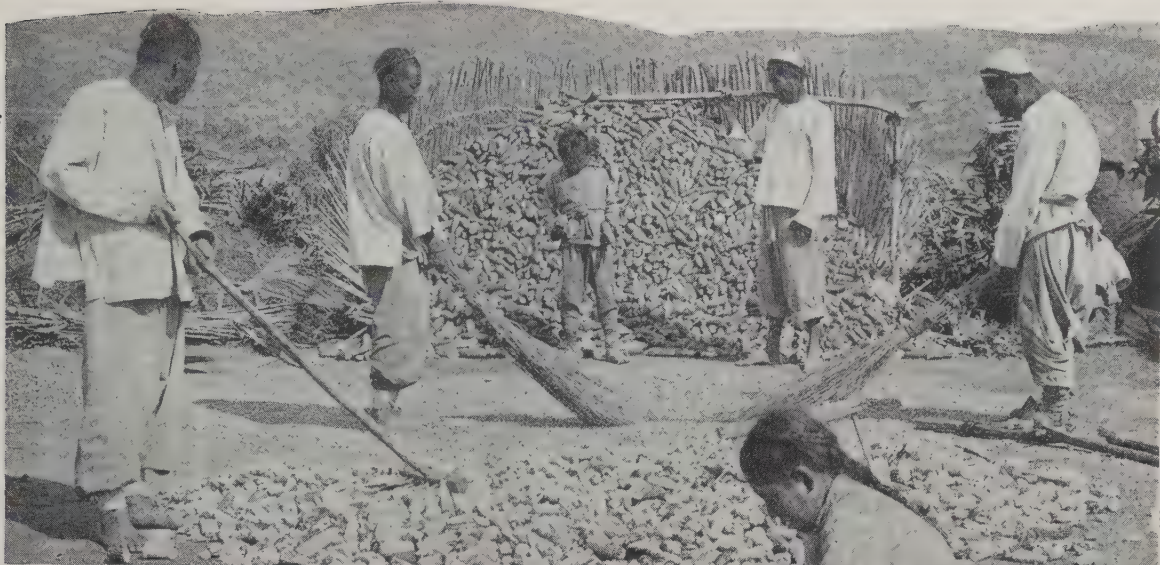
REXALL
DOUBLE-STITCHED
BELTING



Are you interested in a belt which will not only give maximum service handling grain, but will also cause no trouble from bucket bolts pulling out, plies separating, or edge abrasion?

Write us for sample and convincing "Reasons Why" REXALL BELTING will fill this specification.

Imperial Belting Company, :: Chicago



Threshing Corn With Flails in Manchuria, China

We Laugh at the Chinaman,

we laugh at his primitive methods of handling grain, his hesitancy in adopting more modern facilities, which would prove easier, quicker and more profitable to him.

But, have Mr. Chinaman look into **your** business, inspect **your** methods and facilities for handling and cleaning grain. Does **your** equipment rank with the modern and progressive times and country within which you are living?

You, who have every possible means for a modern, convenient, quick and efficient grain handling plant—could the Chinaman who has no resources, could he laugh at you?

The owner of a “Western” equipped elevator

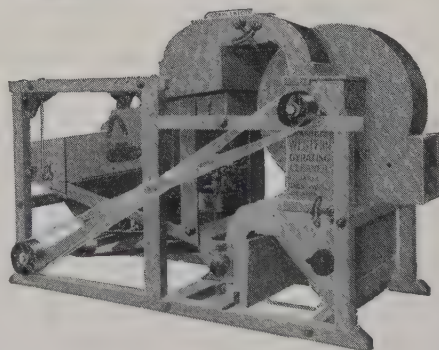
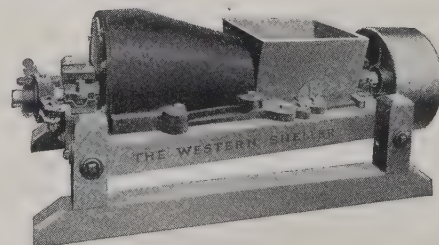
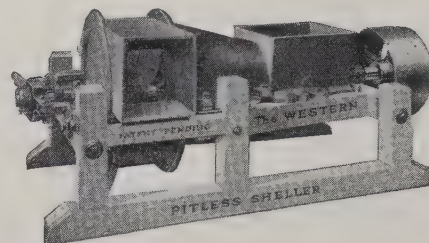
laughs at the entire grain trade, and he has a right to laugh. His elevator and equipment are the last word in efficient grain handling equipment and machinery.

Western Shellers are the grain trade's accepted solution of every corn shelling problem. Western Shellers handle more corn faster, cheaper and better and on less power than any other sheller manufactured of equal size and capacity. Western Shellers WILL NOT CRACK THE CORN.

Western Gyrating Cleaners clean more of all kinds of grain better, cheaper, with a better separation, less vibration, better control, greater durability and the most convenient and least expensive machine to install.

We have received inquiries from China for our book, “Everything From Pit to Cupola.”

Take your “queue” (cue) from the Chinaman, and write for further particulars today—now.



UNION IRON WORKS

Furnishers to the American Elevator

DECATUR, ILL.

CYCLONE

Dust Collecting Systems for your elevator.

CYCLONE Dust Collector

for your cleaners.

Complete slow speed dust collecting systems installed on modern plans and guaranteed.

Write today for further information.

Cyclone Blow Pipe Co.

CHICAGO

**Don't Waste Wind**

It costs money to produce an air current with a fan.

What's the use of having the air current double back and choke itself.

**The New "1905"
Cyclone Dust Collector**

SAVES THAT WASTE

**The Knickerbocker Co.
JACKSON, MICH.**

Write for our Catalog on Dust Collectors.

**TONS to
Dollars and Cents**

Designed primarily for the use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/2 x 8 1/2 inches, 110 pages.

Price \$1.00

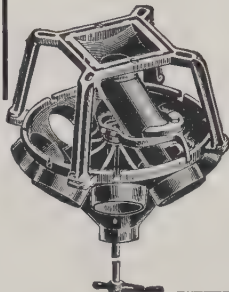
GRAIN DEALERS JOURNAL
La Salle St. - Chicago, Ill.

**1500 Bushels per Hour
with 7x5 1/2-inch "Omaha" Buckets**

Guaranteed by us in a

HALL SPECIAL ELEVATOR LEG

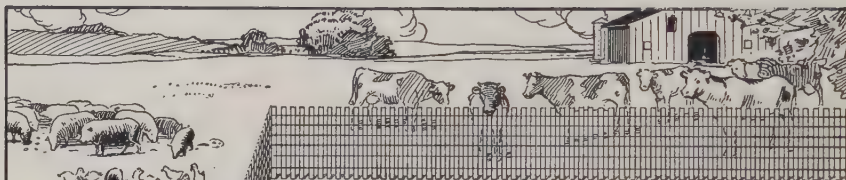
We have done this for others. We can do as well for you. Let us submit our specifications for your needs.

**THE HALL SIGNALING DISTRIBUTOR**

is operating in over a thousand of the most progressive elevators in the United States. There must be a reason. Hadn't you better know what it is?

HALL DISTRIBUTOR CO.

222 Ramge Bldg. Omaha, Neb.

**Makes a Corn Crib or a Fence in a Jiffy**

Just think of putting up a full sized corn crib in 10 minutes! Then when the crib is empty, use the material for making fences—then a crib again—that's what you can do with the

Denning Portable Corn Crib

And it costs less and is the handiest material for the purpose, too. The cribbing comes in sections—each section 4 feet high—can make a crib 12 to 16 feet in diameter—8 feet high—1 1/2 or 2 inches between slats. Best storage for fodder, either shredded or in full stocks. You feed the stuff right out of the crib.

The slats are spaced close enough to protect corn from stock, yet admit free circulation without exposing to weather or bleaching. You ought to know more about this cribbing material. Let us quote prices and send you literature telling in full how it will save time, money and labor. Send us your name or a postal or letter today.

The Denning Motor Implement Co. Dept. 7 Cedar Rapids, Iowa

**Don't**

make your drafts through some out-of-the-way bank, make them through this bank, and have them presented the next day.

**THE NATIONAL CITY
BANK OF CHICAGO**

Capital \$2,000,000.00 Deposits \$27,707,859.55
Surplus and Undivided Profits \$744,784.81

Approved by Chicago Board of Trade as a Margin Depository.

We allow 2% Interest on all Margin Deposits.

105 South Dearborn Street
CHICAGO, ILL.



**A perfect
belt to drive
that feed mill**

Feed mills require much power at very high speed, thus small pulleys and short centers are desired.

Peerless-V-Belt

operates at high speed on short centers, without lubrication or noise. The abundance of slack assures freedom from pressure on bearings. These belts are not affected by moisture, dirt or dust, and are always clean.

Principle of wedge utilized assures a non-slipping belt.

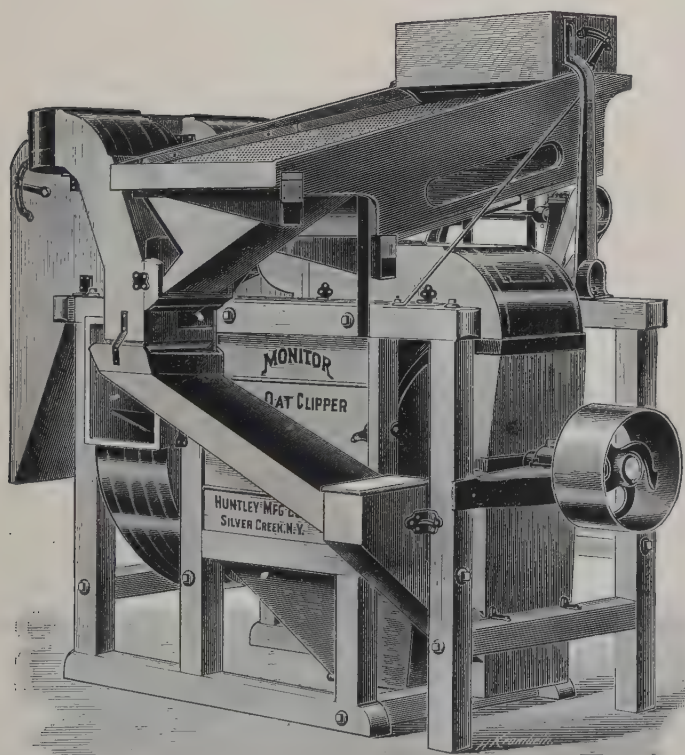
Write for more about this belt, in Book 115. Let us tell you what it has done.

PEERLESS-V-BELT COMPANY
Chicago Cedar Rapids New York

Monitor

Most as good as 3 machines

— A "Combined" Machine —



HUNTLEY MFG. CO., Silver Creek, N. Y.

CHICAGO, ILLINOIS—F. M. Smith, 501 Traders Bldg.
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PORTLAND, OREGON—C. J. Groat, 601 Concord Bldg.
ST. LOUIS, MO.—S. J. McTiernan, 25 Merchants Exchange
WICHITA, KANSAS—J. B. Ruthrauff, 301 So. Lawrence St.

When you use it for clipping oats

You are assured, guaranteed by a thirty day trial on your own floors, that this "Monitor" will give you the maximum of perfect clipping with the minimum of operating expense, power and up-keep cost. Conceded to be the standard in heavy-duty, high grade clipping machines, the "Monitor" ranks first in those desirable qualities which give you thorough, close regulated clipping with the least in expense and trouble. This machine is an up-to-date, full fledged Oat Clipper, and is also a fine Grain Cleaner, and again it may be used for scouring and smutting as mentioned below.

When you use it for cleaning grain

Two individual screen and two individual air separations are obtained with this "combined" type of machine. In scores of elevators this outfit is used as an Oat Clipper when oats require clipping, and as a Grain Cleaner when oat clipping is not being performed. A carry-by spout easily and quickly arranged makes it possible to shift from a straight Oat Clipper to a Grain Cleaner in a very few minutes' time. Investigation will prove there are very many exceptionally fine features for this "Combined" Clipper and Cleaner which you will not find in any other machine.

When you use it as a wheat scourer and smutter

Frequently you could handle off grade lots of snutty wheat—those consignments which have a large percentage of shrunk or weevil eaten wheat, provided you had a machine such as the "Monitor" Combined, which would permit you to perform perfect work, removing all light, immature wheat, and also enable you to polish and brighten each lot as desired.

COMPETITION

Blessings on the heads of our Competitors.

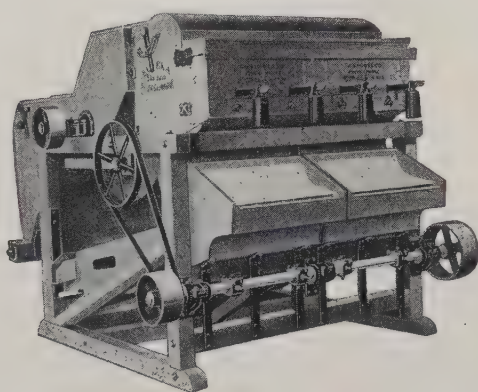
They keep us hustling. They have been responsible for some of the best moves we have ever made. They keep us stimulated and busy. We have been more aggressive because they have given us reason to be.

Because of them, we have improved our machines after concluding that there was no way to betterment—because we had to improve them to keep ahead of the other fellow.

CLEAN COMPETITION is the best thing on earth for a man or a business. The other sort of competition doesn't count much—it isn't a permanent factor at all.

We can't expect to get all the business, but we do expect to get the lion's share. Competition is always there, and watching of course. Once in a while it takes a little skin off, but more often it gets too close, and loses a good deal of skin, but we would not be without it for the world.

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HEAVY DUTY CONSTRUCTION

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Double Suctions—Wide Sieves.
Automatic Traveling Brushes under the Screens.
Centrifugal Eccentric Oilers.
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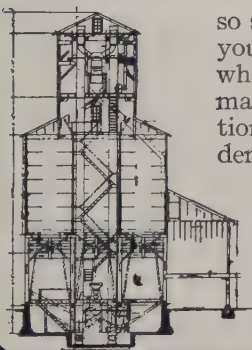
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pers are experienc-
ing difficulty in ob-
taining cars, many
are now keeping a
carbon copy of each
order for cars, in
order to keep an
accurate record of
their efforts to ob-
tain cars, to facili-
tate proving delay
by railroad com-
pany and to encour-
age railroad agents
to heed shippers'
needs. Car order
blanks are put up
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forations, so that
order can be torn
out and sent to
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where everyone identified
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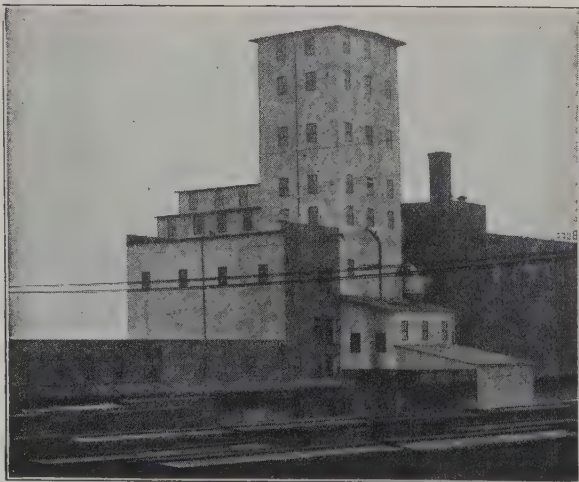
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We should have an elevator in this town;
Said Farmer Gray to Banker Brown, pray
How in the world could we make it pay.

The proper way to make it pay,
Said Banker Brown to Farmer Gray,
Is to call to our aid an experienced man
Who can draw and figure, design and plan

And reduce to a minimum, the cost of a Plant,
The insurance, the labor and all things like that;

The profits are sure with conditions like this,
And worry and troubles we'll certainly miss.

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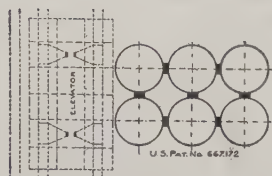
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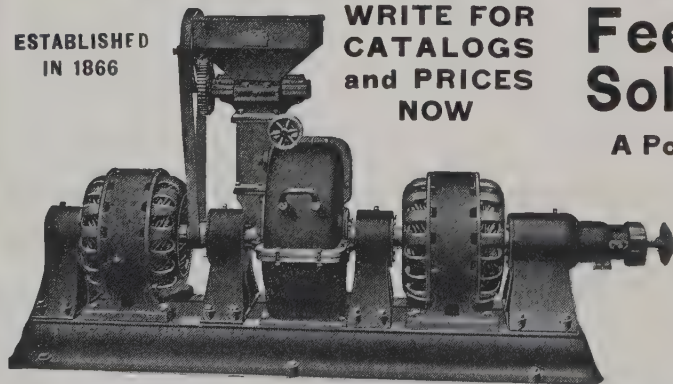
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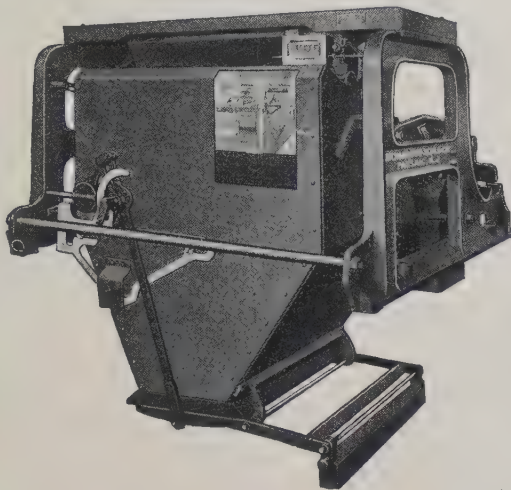
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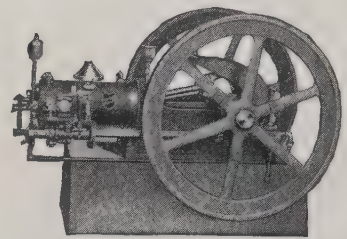
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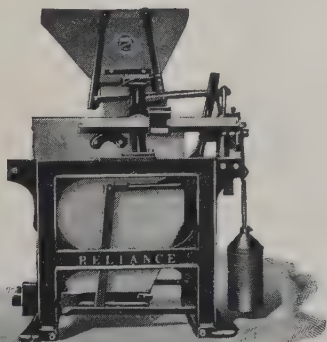


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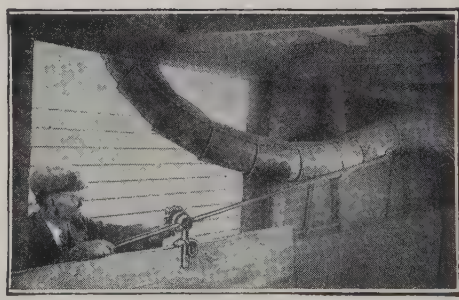
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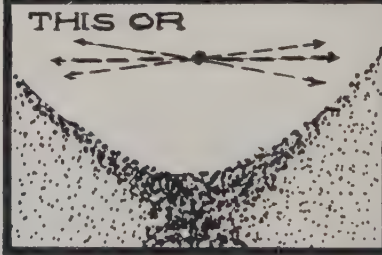
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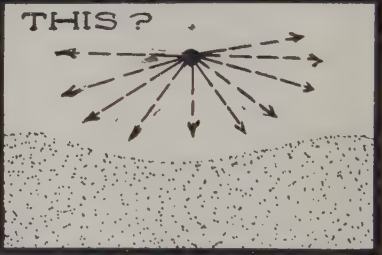
not only fills the largest car to full capacity, but actually betters the quality of your grain.

This combined grain cleaner and pneumatic car loader cleans, cools and dries.



THIS OR

Showing the loading of dirt in center of cars loaded with gravity spouts, or common automatic loaders.



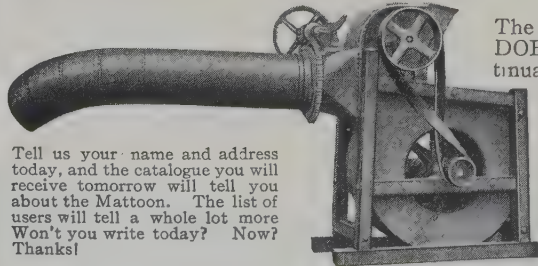
THIS ?

Showing even distribution of grain by the Mattoon Pneumatic Car Loader and Grain Cleaner. No dirt.

The grain is blown out, not forced out by revolving fans, hence the Mattoon DOES NOT MILL OR CRACK THE GRAIN. The loading spout is continually traveling from left to right in semi-circles, thus causing an even distribution of the grain, chaff and lighter grains. A Mattoon prevents the depositing of dirt, chaff small pieces of grain in the center of the car, as is common with gravity and other automatic loading spouts, and causing hot and off-grade grain.

The Mattoon is perfect in principle, practical in design, automatic in action, durable in construction, simple and easy in operation, and requires no attention after starting.

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Tell us your name and address today, and the catalogue you will receive tomorrow will tell you about the Mattoon. The list of users will tell a whole lot more. Won't you write today? Now? Thanks!

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Distributing Spouts
Flexible Spouts
Dump Irons
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With hooks or hinges.
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It is entirely out of the road and completely automatic.

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In 1903, and used it continually ever since.

Read this user's convincing testimonial:—

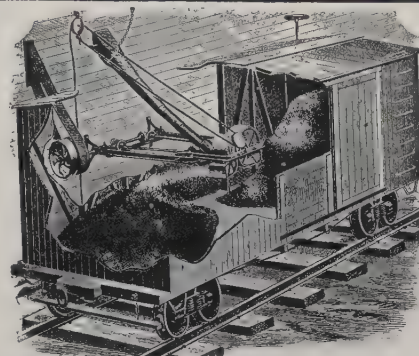
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is the most compact, durable, practical and satisfactory of all car loaders. Let us send you a "Boss" on trial.

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No. 4 CHAMPION LOADER

IT LOADS GROUND FEED

In fact it will load any kind of grain, seeds or meal.

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a perfect pneumatic grain conveyor and carloader.

One that will not crack or mill the grain. Can be placed anywhere in the elevator or warehouse and will carry grain into any part of the car or bin in the elevator.

This simple, practical and convenient device is the final result of eleven years' experience and study of the pneumatic conveyor problem, and of the designing of a perfect carloader.

THE BERNERT Grain Conveyor and Elevator

is the latest, best and only device containing so many points of supremacy. It will load cars or trim boats to full capacity. It will transfer grain on the level and incline, around angles or straight up.

The grain can be fed at any point ahead of the fan, with a positive force feed, through an automatic air controlling valve. The Bernert, with considerably less power, will carry more grain, faster, better, cheaper and farther than any other pneumatic carloader or conveyor.

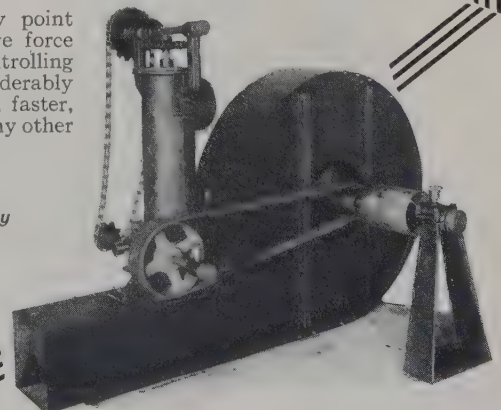
Machines sent on trial.

Write for catalog No. 5 to-day

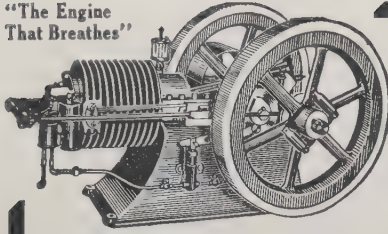
Bernert Mfg. Co.

3309 North Ave.,

MILWAUKEE



"The Engine
That Breathes"



THE GADE "BIG SIX"

The Gade Air Cooler for Your Elevator

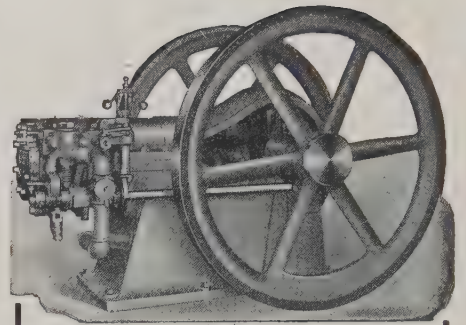
Twelve Months Service Every Year!

Quality Built — Easily Operated — Saves Every Third Gallon of Fuel

Put the GADE AIR COOLER in your Elevator and you will have an efficient, reliable engine that will work for you every hour of the day. It is economic on fuel consumption; always ready, summer or winter; seldom gets out of order and it won't be long before the GADE will save you enough money to pay for itself.

Get our special proposition at once for ELEVATOR MEN.

GADE BROS. MFG. CO., 110 Main St., Iowa Falls, Iowa



IMPROVED NEW ERA

Gas and Gasoline Engines

10, 20 and 40 H. P., Little Giant from 8 to 20 H. P., also large number of factory rebuilt Little Giant and New Era Engines from 5 to 75 H. P.—Reliable and bargains.

THE PORTSMOUTH ENGINE CO.
PORTSMOUTH, OHIO

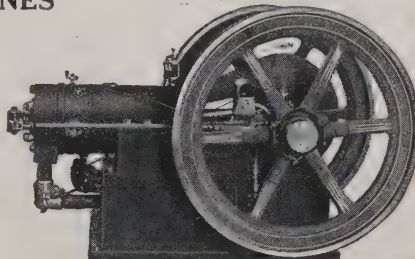
LAUSON AND FROST KING GASOLINE AND OIL ENGINES

The Engine with a Rotary Built-in Magneto and no Batteries. Do you realize how much time and money this saves you during the year?

An Engine of Quality, guaranteed against defects at all times. Gives the user entire satisfaction. Built in sizes from 2 to 50 H. P.

Write for our large new catalogue and prices before buying.

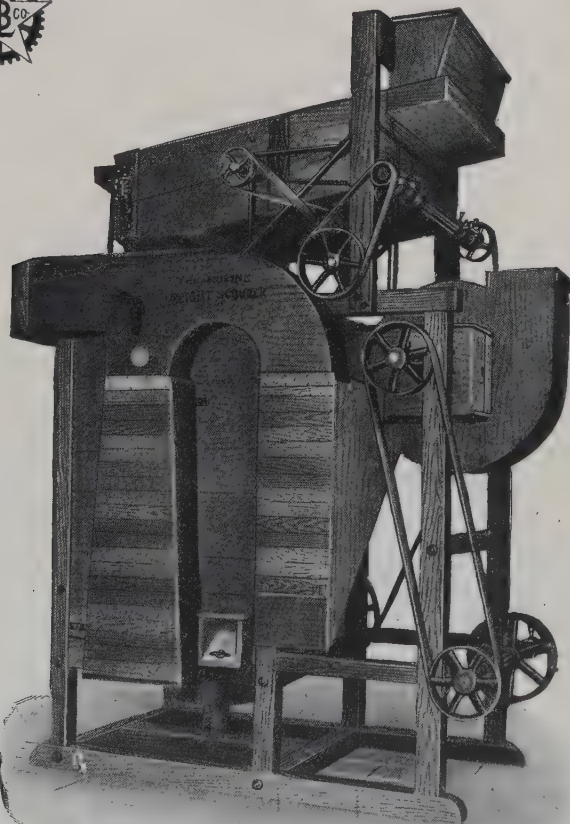
THE JOHN LAUSON MFG. COMPANY
65 MONROE ST. NEW HOLSTEIN, WISCONSIN



A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.



A Slow Speed Machine

Because of its slow speed the **MOLINE Upright Oat Clipper** is a favorite wherever used.

It also saves from 40% to 60% of the power required by horizontal machines. Figure out the difference this makes in your fuel bill.

Not only this, but it does the work better, the ends of the berry being clipped the hardest.

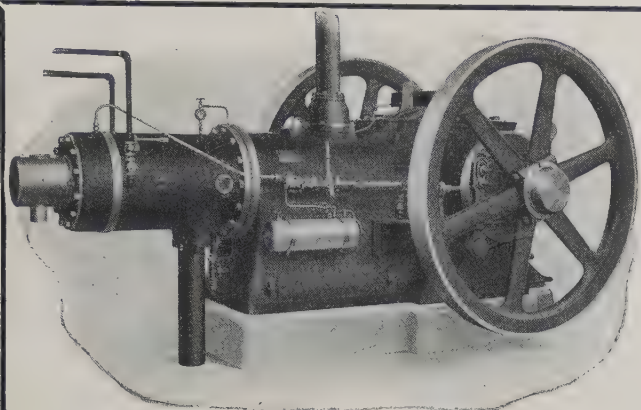
Because of its by-pass spout, it is not only a clipper but can be used as a receiving separator.

Give our new shops a trial.

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND
MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Special heavy Duty "Type C" 60 and 75 H.-P.

42,120,000 TIMES A 30 H.P. MUNCIE OIL ENGINE TURNED OVER WITHOUT STOPPING

Without Carbonizing Without Adjustment
Without Repairs Without Breakage

"It ran from the morning of May 1st to the evening of August 25th, a straight run of 117 days, for SNOWDEN BROS. CO., ON AN OIL LEASE near Bridgeport, Ill., using Crude Oil direct from the Wells as Fuel."

This is but one of the many MUNCIE OIL ENGINES that have been operating in this manner 24 Hours per day the year round FOR OVER SEVEN YEARS.

Buy the engine that has been in service long enough to prove its true value. It is past the experimental stage. IT RUNS ON ANY LIQUID FUEL—IS SUITABLE FOR ANY SERVICE. YOU ARE PAYING FOR A MUNCIE, SO WHY NOT HAVE IT?

Write us and we will convince you

MUNCIE OIL ENGINE CO.

54 Ohio, Cor. Railroads

MUNCIE, IND., U. S. A.

10 Years' Service \$1.00 for Repairs

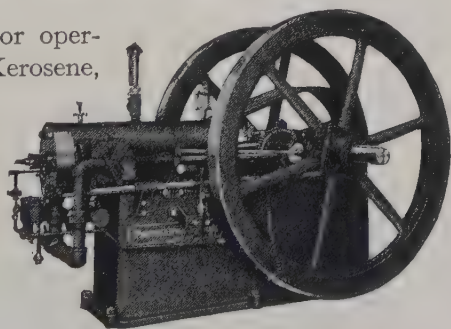
Report of H. W. Kirk, New Castle, Pa., on a 12 H. P.

Fairbanks-Morse Engine

"Built to Last" construction was never more in evidence in Fairbanks-Morse Engines than it is today

Oil Engines for operation on Kerosene, Gasoline, Distillate.

Also Gas and Gasoline Engines.



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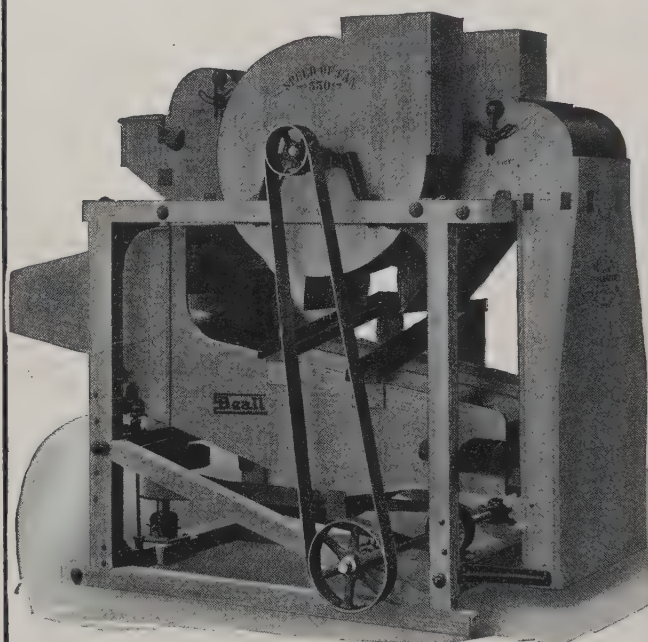
GAS ENGINE BOOKS

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.
THE PRACTICAL GAS ENGINEER, by E. W. Longenecker, M. D., Price \$1.00.
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GAS ENGINE TROUBLES AND REMEDIES, by Albert Strittmatter, Price, \$1.00.
PLAIN GAS ENGINE SENSE, by E. L. Osborne, Price, \$1.00.
For any of the above address, GRAIN DEALERS JOURNAL, La Salle St., Chicago

Beall

THE MARK OF QUALITY

The New Beall Rotating Warehouse and Elevator Separator



Built in Ten Sizes

An easy way for a grain dealer to make money is to raise the grade of the grain he buys

and that is exactly what this cleaner is doing for others, and will do for you.

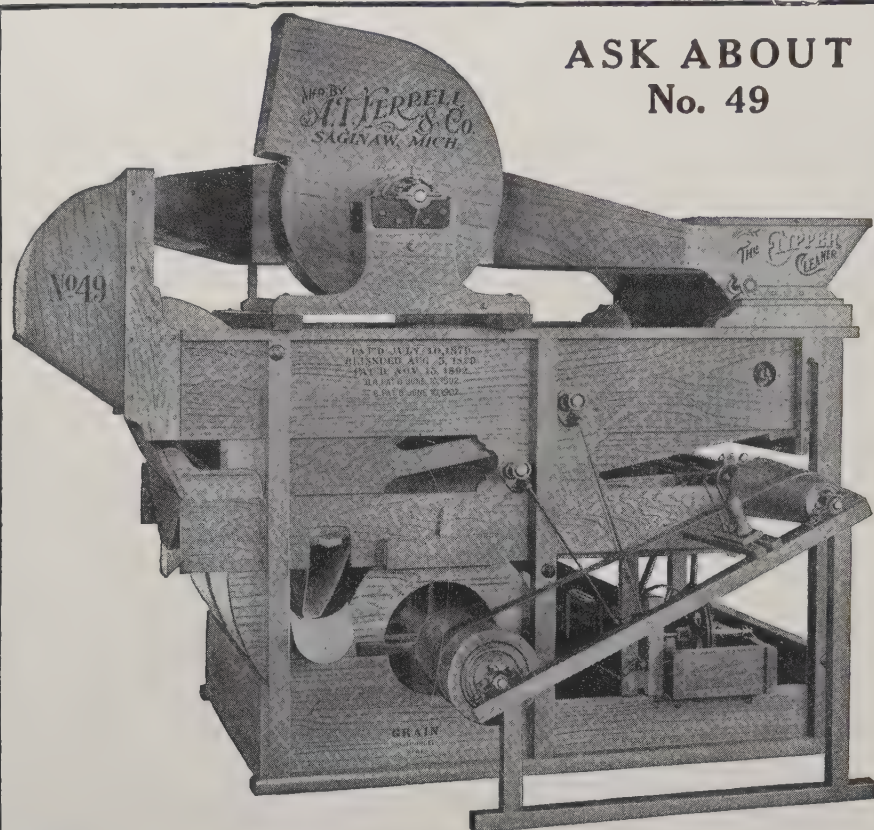
Cleans perfectly wheat, shelled corn, oats, rye, barley, and all small grains.

Recent improvements put it in a class decidedly to itself—a machine that instantly appeals on account of its simplicity and the thorough manner in which it cleans all kinds of grain.

Write for full information today.

You never lost any money investigating.

The Beall Improvements Co., Inc.
DECATUR, ILLINOIS



ASK ABOUT
No. 49

Thousands of local elevators are using the "Clipper"

Thousands of local elevators are using the "Clipper," because of its economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. No other cleaner has equaled the fine separations of the "Clipper." No other of medium price is as well adapted for this class of work.

Quick, easy and simple in installation and operation. With or without traveling brushes. All modern improvements.

The "Clipper" requires but one-fourth the power of any other suction cleaner made of equal capacity, and has a wider range of variety of work. We have the successful combination cleaner. We guarantee satisfaction. Let us send our catalog and sample screen plate.

A. T. Ferrell & Company
Saginaw, W. S., Michigan

"Five (5) Coals That Build and Hold Trade"

Mt. Pelee --- Thick Vein Hocking from Nelsonville

good size, fine burning, no soot, quick delivery in flat bottom cars.

Kentucky Queen

—an ideal coal, all purposes—2 in. Lump, 4 in. Lump, 4x2 in. Egg Hoppers must be taken for quick shipment.

Lone Star W. Va.

Takes the place of Pocahontas or New River, Never more than wood brown smoke, Holds fire as well as any coal mined, Clean burning and low ash, Shipped in 2 in., 4 in., and 4x2 in. Egg, Handles with little slack or breakage, Hoppers must be taken for quick shipment.

Anthracite

Plymouth Red and White Ash —the best to be had.

Big Vein White Ash

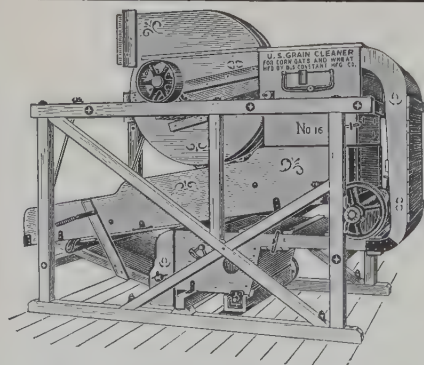
—better than ordinary coals and cost no more.

Write to us

OHIO & MICHIGAN COAL CO.
Main Office: DETROIT

To BUY or SELL RENT or LEASE an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

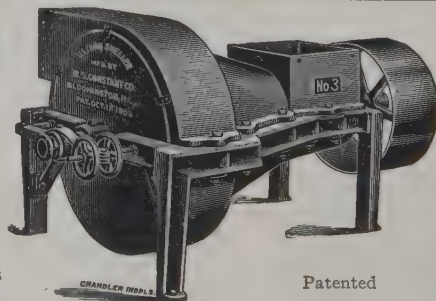


An Ideal Equipment

CONSISTS OF OUR
Self-Locking Rail Dumps, B. S. C. Chain Drag, U. S. Corn Sheller, U. S. Corn, Oats and Wheat Cleaner, Ball-Bearing Safety Manlift, Dandy Turn Heads, Dust Collector, Elevator Boots and Heads.

Any contractor will furnish our specialties if you will specify them. So don't forget.

Catalog and our Expert's Services are yours free of charge.



B. S. CONSTANT MFG. CO., Bloomington, Ill.

THE INVINCIBLE Combination Scourer, Clipper and Cleaner

*Two machines in one at
about the one cost*

The best way to treat oats is to put them through this wonderful machine—it cleans, scours or clips, or all three on one operation.

To operate as a cleaner only a "carry-by-spout" is used, which brings into play the shaking shoe and screen action, as well as the air separation in the first and second separating trunks, making of this machine practically a receiving separator.

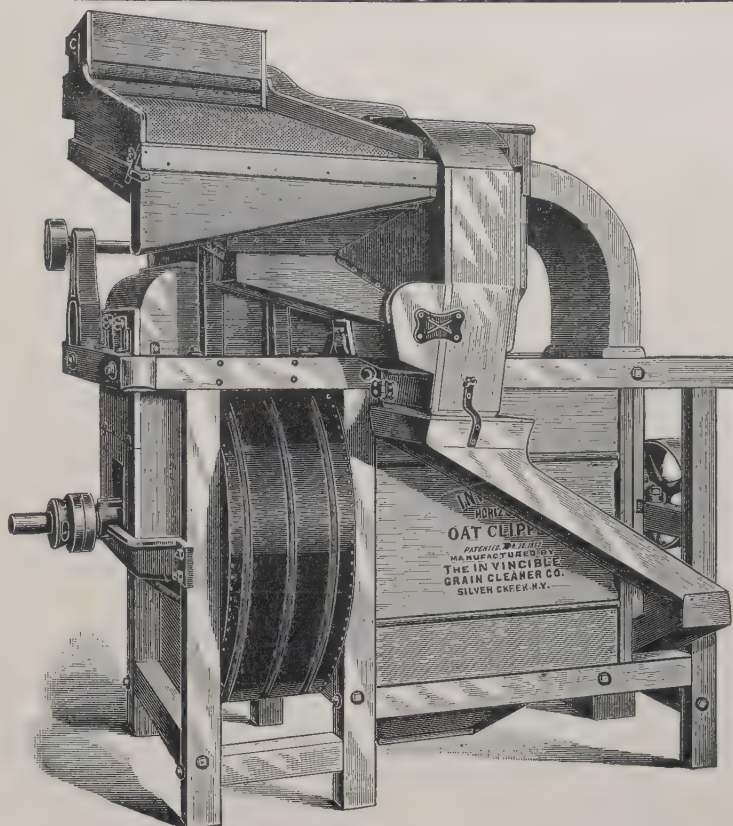
When used as a scourer or clipper the "carry-by-spout" is removed and the regular feed spout leading to the cylinder is inserted. This change is easily and quickly made.

For particulars and other information
write nearest office.

Invincible Grain Cleaner Co.
SILVER CREEK, N. Y.

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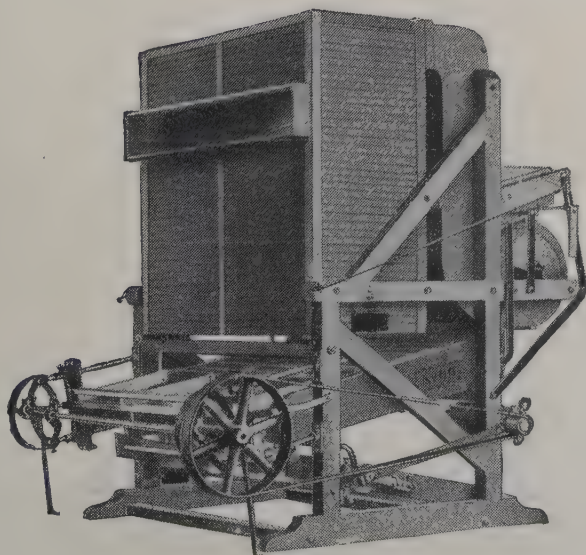
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STRONG-SCOTT MFG. CO., Minneapolis, Minn.

MORE MONEY FROM YOUR GRAIN!

THAT'S WHAT APPEALS TO YOU, ISN'T IT? THEN GET POSTED REGARDING THE

No. 66 New Process CLEANER — GRADER — SEPARATOR



Equipped with our New Automatic Gang and
Sieve Cleaning Device.

"The Goose that Lays the Golden Eggs" — The Cleaner that has made more friends and more money for elevator men of the Northwest than any other.

If you are going to build or install a new Cleaner don't fail to get our liberal installation and service agreement. We don't care whether you're from Missouri or any other state—we'll "show you" something you've never seen before.

Our beautiful new catalogue is
ready—a postal will bring it.

Fosston Manufacturing Co.
140 Merriam Park, St. Paul, Minn.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

FOR SALE—NORTHERN INDIANA, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

WESTERN OHIO—Fine elevator in corn and oats belt for sale. Address Dandy, Box 3, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO elevator for sale. Capacity 200 cars per year; in excellent condition. For particulars write W. E., Box 12, Grain Dealers Journal, Chicago.

FOR SALE—12 M. capacity elevator and feed mill in Freeborn Co., Minn. A bargain. Address Exceptional, Box 9, Grain Dealers Journal, Chicago, Ill.

MURDER IN THE FIRST DEGREE. People's Elevator for sale. In a good oats and corn belt, located in Putnam Co., O. Coal yard, wire fencing and cement in connection. A bargain if sold soon. Write S. W. Grainger, Columbus Grove, O.

IOWA ELEVATOR—Best grain growing section of the state. Elevator in good repair, good competition and receipts 250,000 to 400,000 bu. Always a money maker. Address Gilchrist, Box 8, Grain Dealers Journal, Chicago, Ill.

COLORADO—Elevator for sale. The best location in the state; town, five thousand; division terminal; two trans-continental lines; 20,000 bu. capacity. A money-maker at a bargain. Have other business. Address Wallace, Box 3, Grain Dealers Journal, Chicago, Ill.

TWO KANSAS elevators for sale. One located at Neola; price \$3,800, the other located at Wilroads; price \$3,500. Both elevators are in first class condition, being built but one year. Capacity of each, 1,500 bu. For full information address W. T. Shute, Macksville, Kansas.

FOR SALE—Elevator located on C., R. I. & P. C., M. & St. P., and M. M. & S. Railways in Muscatine, Iowa. Splendid location for handling grain in transit or feed business. Capacity 160,000 bushels. Very attractive price. R. K. Smith, Muscatine, Iowa.

NORTHERN IOWA—Three elevators; good locations, doing good grain and coal business; good crop prospects. Will sell right, must quit business account of poor health. Come at once if you want to buy right. Might take part trade. Address Lock Box 195, Fonda, Iowa.

SOUTHWESTERN OHIO, 25M bus. cribbed ironclad elevator for sale. Own ground and stub switch; steam power; built four years; am not a resident where elevator is located and will sell very reasonable. For further information address Omar, Box 1, Grain Dealers Journal, Chicago, Ill.

THREE MICHIGAN bean and grain elevators for sale. All fully equipped, modern and up-to-date, prices right, good reasons for selling. One located in large city and has a capacity of 10,000 bushels, and large warehouse in connection. One in a small town of about 5,000 people and has in connection a frost proof potato warehouse. The third located in small village, and has frost proof potato warehouse in connection, and also a going profitable flour, feed, coal and cement business in connection. Also a first class location for peach and apple business. Only elevator in town. Address Prescott, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

GOOD KANSAS grain elevator for sale, cheap, at Sharon, Barber County. Address F. P. Hawthorne, McPherson, Kans.

OHIO elevator for sale. Best elevator and coal proposition in Northwest part of state. Address Ohio, Box 1, Grain Dealers Journal, Chicago, Illinois.

SO. DAKOTA—A 2,500 bushel cribbed elevator for sale, located in Wentworth. Moody Co., at a reasonable price. Good reasons for selling. Address Box 203, Canastota, S. Dak.

CENTRAL OHIO elevator, coal and feed business for sale. Gilt edge proposition. Address "Owen," Box 8, Grain Dealers Journal, Chicago, Ill.

SEVEN THOUSAND BUSHEL elevator and feed business in good location in Eastern Kansas. Poor health reason for selling. F. B. Bonebrake, Harveyville, Kansas.

FOR SALE—Good elevator Northeast Kansas. Fine wheat crop just ready to move; good station; best competition. Address Allen, Box 2, Grain Dealers Journal, Chicago, Ill.

IOWA elevator for sale. 30,000 bu. capacity; business 250,000 bus. annually, 900 tons coal; good live town to live in. Address Blair, Box 1, Grain Dealers Journal, Chicago, Illinois.

WESTERN TEXAS—Twenty thousand bushel elevator and mill for sale. Good town of 1,800 population; good grain country. Over 300 cars shipped last year. Crop prospects good. Address Texas, Box 2, Grain Dealers Journal, Chicago, Ill.

MINNESOTA ELEVATOR for sale or trade for land. Modern 14 bin cribbed construction; has engines, dump and hopper scales, cleaners, eight bin coal house, corn crib. For further information and price write E. J. Matteson, St. Peter, Minn.

CENTRAL ILLINOIS.—Elevator in Thriving County Seat. Sacrifice sale on account of death. New modern 16,000 bu. elevator and residence sold for almost half value. Also good coal and feed business. Yearly net earnings 15%, handled 250,000 bus. last year. A great bargain. Idlers and traders need not apply. Write or call on Menominee Company, 923, 30 N. La Salle st., Chicago, Ill.

ELEVATOR BARGAINS—\$15,000 paid up stock in 200M steel storage, drying and transfer house, 12½¢ rate point, good commission and track buying bus. Good grain elevator.

\$10,000 stock in salvage house, water front and rail bus., commission, track buying and transfer. Reliable \$40,000 stock co. Both above good salary and office connections to right man.

One man cribbed house, private ground; 125M grain, 35 cars coal. Big 4 Ry., Central Ind. \$8,500, half cash—BARGAIN.

A new 70M house, shipped average 350M corn and oats past 3 yrs., no competitor, close to good town and market wire, price \$25,000. Terms. Water line, electric power available. Very cheap. No better in Ind.

New electric elevator, feed mill and residence cost \$3,000, good town. Best black Ohio land. Ships 150M grain. \$100 per day retail bus. Price \$18,000. Terms Will trade for land equal value—BARGAIN.

Many other like bargains. 1,200 listed. Have sold 148. All satisfied—JOHN A. RICE, Frankfort, Ind. Only exclusive broker.

ELEVATORS FOR SALE.

FOR SALE—Elevator and coal business in town of 12,000 population; no competition; good reason for selling. Address P. O. Box 414, Oskaloosa, Iowa.

FOR SALE—A small line of elevators in N. W. Iowa and S. E. South Dakota. Will sell all or separately. Address "A, Box 8," Grain Dealers Journal, Chicago, Illinois.

FOR SALE—Grain elevator, coal and wood yard, flour and feed business. Electric lights and power. Everything in first class order. A good live business. Room for good sized lumber yard, if so desired. Two dwelling houses in the same block. Address Baker, Box 2, Grain Dealers Journal, Chicago, Ill.

NORTHERN INDIANA elevator for sale or will trade for land or good income property. 15M bu. capacity; will handle about 100 cars per year; in a new country and will soon handle double this amount. Can be bought on easy terms. A good place for live man. Address Knox, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A 30M cribbed elevator with large feed mill and coal shed in connection. Plant located in nice town of 300, with good school; on main line of G. N. R. R. in Western N. Dak. Elevator is equipped with 16 h. p. gas engine, chains, dumps and automatic scales. Feed mill equipped with Wilford No. 1, three roller mill. All buildings and machinery in first class condition. Only one other elevator at station. Annual receipts of house, 75,000 to 110,000 bu. Also good feed and coal business. Price complete \$7,000.00, \$3,000 cash will handle deal or will sell controlling interest in plant, which carries mgr's position for \$1,350. If interested in getting into a good business with a small capital, write Bargain, Box 3, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS WANTED.

WANTED—Elevator in Central Ohio. Give description, price and amount of business done. Address North Brothers, Pleasantville, Ohio.

WANTED—Elevator in Eastern Iowa. Give location, capacity, amount handled annually and price. Address Eastern, Box 3, Grain Dealers Journal, Chicago, Ill.

HAVE A GOOD quarter section of land in No. Dak., wish to trade for good elevator. Have 120 acres in crop this year. All can be cropped. Address Lock Box 615, Gibson City, Ill.

WANTED TO BUY—Old elevators, factories, mills and other buildings of size for wrecking purpose. Write us what you have. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

WANT TO LEASE GOOD ELEVATOR. Must be well located and doing good business. Illinois or Indiana preferred. Give full particulars. Address Central W. Box 2, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR WANTED in exchange for a nice, clean stock of gen'l mdse.; store property and nice residence. This is an A No. 1 proposition and a money-maker; doing a fine business. Elevator must handle 100M bu. or better and be absolutely first class. Prefer Ind., Ohio or Ill. Give complete description in first letter. Address X. Y. Z., Box 1, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE OR TRADE—125 bbl. flour mill and elevator in Lincoln Co., Minn. J. C. Goris, Lafayette, Indiana.

FOR SALE—At a big bargain, mill, elevator and additional buildings, located at St. Charles, Minn.; \$1,500 cash. Address Bemmels Milling Co., Lisbon, N. D.

EAST CENTRAL, IND.—50-bbl. Mill, 10,000 bus. elevator and 40 car coal business. Fine grain country. Prospects never better. Price \$7,500, terms. W. F. Farmer, Cloverdale, Ind.

FOR SALE—Seventy-five barrel roller flour mill, Nordyke & Marmon build, now in operation; located in good wheat section of Virginia, with an available Water Power of 350 Horse. Address Spruce, Box 11, Grain Dealers Journal, Chicago, Ill.

WESTERN OHIO—76 bbl. mill and elevator for sale. Good coal and feed business in connection. Located on Main line of Big Four R. R. Town of 1,500; electric lights; good schools; three churches and fine farming country. Will sell cheap. Good reasons for selling. Address Celina, Box 8, Grain Dealers Journal, Chicago, Ill.

FOR SALE—First class mill and elevator, corn products only, capacity 3,000 sacks feed and 1,500 sacks meal. Storage capacity 30,000 bus. New up-to-date building and machinery (Nordyke & Marmon), Richardson scales. Best location for business in Texas. Full particulars for anyone meaning business. Address Mill, Box 83, Marshall, Texas.

FOR SALE—At sacrifice, 150 bbl. mill and elevator; capacity, 25,000 bus.; located in good Nebraska town and wheat country; trade territory to north and west on non-competitive basis; can grind all kinds of feed; everything in good condition; not being a miller will sacrifice it. Address owner, W. T. Smith, 815 City National Bank, Omaha, Nebraska.

ELEVATOR BROKERS.

ELEVATORS FOR SALE in Illinois and neighboring grain states. List your elevators either For Sale or Exchange with

AARON SMICK, Broker,
Decatur, Ill.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Illinois.

HELP WANTED.

MANAGER WANTED.

Manager wanted at once for country grain elevator, coal and lumber business. Holcomb-Dutton Lumber Co., Sycamore, Ill.

SECOND MAN wanted for elevator at Cleghorn, Iowa. Must be competent and not afraid of work. German preferred. Address W., Box 3, Grain Dealers Journal, Chicago, Illinois.

WANTED—MANAGER to take charge of country elevator about Sept. 1st. Give references and experience in first letter. Good salary to competent man. Address Western Box 3, Grain Dealers Journal, Chicago, Illinois.

WANTED—A man familiar with the coal and grain trade in Iowa, Minn., and Illinois. Good salary to the right party. State references when writing. Address Fisher, Box 12, Grain Dealers Journal, Chicago, Illinois.

WANTED—One of the leading Southwestern supply houses desires salesman familiar with grain elevator machinery equipment, flour mill supplies, power transmission machinery equipment, gas and steam engines, boilers, pumps, machinists and general factory supplies. Territory Southeastern Kansas and vicinity. State age, experience and salary wanted. Address Huston, Box 3, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as grain buyer for some line firm. Experienced in grain business. Address Box 35, Adrian, Minn.

WANTED—A POSITION in country elevator. Would accept job as helper. Minn. or Iowa preferred. C. R. Smith, Mallard, Iowa.

POSITION WANTED as grain buyer by year. Have had 22 years' experience, can give references. Address Box 43, Bethany, Minn., Winona Co.

POSITION WANTED in large elevator. Can handle gas or steam engines. Fifteen years' experience. Best of references. No bad habits. Try me. S. W. C., Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION by Sept. 1st, as manager in an elevator. Have had eight years experience in grain, coal and seed business. Can furnish best of references. Address Brun, Box 3, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED as grain buyer or elevator manager. Long experience in the handling of grain. Best of references. North Dakota elevator preferred. Address Windsor, Box 10, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED as manager of cooperative or line elevator. Have had 25 years' experience in flour mill and grain elevator. Am capable of taking full charge. Can furnish best of references. Address Box 121, Elwood, Indiana.

WANTED—POSITION as grain solicitor, Northern Iowa territory preferred. Have had several years experience in the grain business. Best of references. Address N. C. S., Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as representative for cash grain firm in Peoria market. Young man; Board member; experienced and able financially. Bank references. Address Southern, Box 2, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED as manager of elevator. Have had several years' experience in grain, coal and feed business and can give the best of references; 35 years old and married. Address Rand, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as manager in elevator. Have had 16 years' experience in the grain and seed business. Wisconsin preferred. Can furnish best of references. Address Enton, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as manager of line elevator in the corn and oats belt, prefer Eastern Ill. or Western Ind. 12 years experience. Can furnish bond and best of references. Address Fowler, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED AT ONCE position as traveling solicitor for good commission house or manager or agent for good grain elevator. Am alive and have had 4 years experience in handling grain, feed and coal; 28 years of age. Best of references. Address Capable, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION as manager of Farmers' or line elevator wanted by a live, up-to-date grain man; 5 years experience buying and selling; coal experience; age 25; best of references. Used to handling 250,000 to one-half million bushels of grain in a season. Address Adam, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by unmarried man who is temperate, industrious; no dude. Record O. K. Several years experience in all grains and seeds. Prefer station where coal, etc., is sold, or could run a small lumber yard. Also have A1 knowledge of live stock and machinery. Any reasonable grain proposition will be considered. Address Iowa, Box 2, Grain Dealers Journal, Chicago, Illinois.

SITUATIONS WANTED.

POSITION WANTED as elevator manager or grain buyer. Have had seven years experience. Address H. Arends, Zell, S. Dak.

POSITION WANTED as manager of elevator. Have had some experience. Kans. or Okla. preferred. Box 356, Ellsworth, Kans.

CAPABLE GRAIN MAN wants position. Ten years experience buying, selling and soliciting. Address Energetic, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling solicitor. Age 30, good record and first class references. Address East, Box 3, Grain Dealers Journal, Chicago, Illinois.

POSITION WANTED by competent grain buyer with good references; Mont. or Wyo. preferred. Address Able, Box 1, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN ELEVATOR managers and operators have 6,000 possible openings to apply for by making their want known through the "Situations Wanted" columns of the Grain Dealers Journal.

EXPERIENCED grain man wants position as manager of Farmer's Elevator; have 20 years experience; can furnish best of references. Address Kansas, Box 3, Grain Dealers Journal, Chicago, Illinois.

MAN 34 years old, having 10 years experience as bookkeeper, cashier, buyer and manager in retail grain business, seeks position. Can furnish best of references. H. P. Caulkins, Long Branch, N. J.

POSITION WANTED as grain buyer. Four years experience in one elevator. Life time experience in grain. Satisfactory references. North Dakota preferred. Walter Hunsaker, Dacoma, Okla.

WANTED—POSITION as manager of elevator. Have had 20 years experience; 50 years old; speak German and English. Good references. Address Star, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager and buyer of grain at country elevator, 5 years experience in the grain, seed and coal business. Competent bookkeeper; married; age 28; reference furnished. Address Box No. 6, Gate, Okla.

POSITION WANTED as manager of Farmer's or line elevator. Have had 14 years experience buying and selling Illinois grain and coal. Married and can give the best of references. Illinois territory preferred. Also speak German. Address Taylor, Box 3, Grain Dealers Journal, Chicago, Ill.

WOOL.

WOOL WANTED—If you have wool for sale write, wire or phone us. See our ad on another page. Kraus & Apfelbaum, Columbia City, Indiana.

PROPOSALS.

PROPOSALS FOR FLOUR, OATS, DRIED FRUIT, ETC., Department of the Interior, Office of Indian Affairs, Washington, D. C., August 12, 1913. Sealed proposals, plainly marked on the outside of the envelope: "Proposal for flour, oats, dried fruit," etc., as the case may be, and addressed to the "Commissioner of Indian Affairs, Sixteenth and Canal Streets, Chicago, Ill.," will be received until 2 o'clock p. m., of Tuesday, September 16, 1913, and then opened, for furnishing the Indian Service with canned goods, cornmeal, cracked wheat, dried fruit, feed, flour, hominy, oats, rolled oats, etc., during the fiscal year ending June 30, 1914. Bids must be made out on Government blanks. Schedules giving all necessary information for bidders will be furnished upon application to the Indian Office, Washington, D. C., the U. S. Indian Warehouses at New York City, Chicago, Ill., St. Louis, Mo., Omaha, Neb., and San Francisco, Cal. The Department reserves the right to reject any and all bids, or any part of any bid. CATO SELLS, Commissioner.

BUSINESS OPPORTUNITIES.

WANTED elevator or lumber yard doing a good business. Everything must be right. Give full particulars in first letter. E. F. Froning, Geneva, Iowa.

FOR SALE—Large tile plant, well located and doing fine business. Will take in exchange an elevator or good farm land. Address J. F. Longworth, Van Wert, Ohio.

GRAIN DEALER wanted. Splendid opening at Proctor, Logan County, Colorado, for a live grain dealer. Should have \$4,000 to \$5,000. Can furnish good reliable partner to combine general store business if desired. Address Proctor State Bank Proctor, Colo., or J. D. Blue, Jr., Cedar Rapids, Iowa.

192½ ACRE FARM FOR EXCHANGE OR SALE.

192½ acre upland farm prominently located on a good macadamized pike, a mile and a half from the city limits of Hamilton, Ohio.

Soil is a clay loam with a clay sub-soil of a limestone nature. About 80% of this land is subject to cultivation; rolling enough to afford good drainage; balance most too rough to farm, but is in blue grass pasture and timber. There is about 2 acres of orchard.

Two sets of improvements. One old fashioned 10 room brick house and one large bank barn. One 8-room frame house and bank barn. Several small out-buildings, all of which are in good repair. Several good wells at the buildings and several springs on the farm. Fairly good fencing.

This farm will make one of the best dairy and stock farms in the country, owing to the fine quality of blue grass pasture it produces, and abundance of the very finest water, and its closeness to one of the thriftiest manufacturing cities of its size in the United States.

In addition to its adaptability as a stock and dairy farm its location is such that over half of it will afford cutting up in small acreage and find rapid sale for same at prices from \$200 to \$300 an acre. The little work and expense in cutting this farm up in small acreage is very minor.

Price for the farm in its present condition, \$150 per acre. Will consider a good paying elevator in exchange. Give detail description and best prices of what you have to offer in first letter.

Address, Box 116, Hamilton, Ohio.

SCALES FOR SALE.

FOR SALE—Three 3-bushel Fairbanks automatic scales. In good order. Address Automatic, Box 3, Grain Dealers Journal, Chicago, Ill.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

FOR SALE—A Fairbanks, 100 bu. cap. hopper scale; good as new, with extra good hopper. Price f. o. b. Palermo, with hopper, \$35.00, or without hopper, \$25.00. Palermo Grain Co., Palermo, N. Dak.

STEAM ENGINES, BOILERS.

FOR SALE—A 30 horse power steel boiler nearly new; insurable for 100 lbs. steam. It must sell. G. B. & C. M. Griffin, Charleston, Ill.

DYNAMOS—MOTORS.

FOR SALE—One 10 h.p. motor, single phase, 140 cycle, 104 volts. Must sell on account of city changing circuit. In good running condition. Address C. J. Imholt, Hampton, Iowa.

MACHINES WANTED.

WANTED—Used corn and wheat cleaner; shaker or gyrating type; must be in good condition and worth the money. Mead Grain Co., Ft. Scott, Kansas.

HAY PRESSES FOR SALE.

FOR SALE—Large bale steel hay press (Hercules), cheap; used part of one season. Address Switzer & White, Gallon, Ohio.

BUILDING MATERIAL.

FOR SALE—All oak and white pine timbers, cribbing and flooring from Rock Island elevator, 13th st. and Chicago River, Chicago; now being wrecked. Bargains in carload lots. Ruel Wrecking Co., 7337 Stony Island ave., Chicago.

GREAT BARGAIN in used white pine lumber from Elevator "B" at Milwaukee, suitable for cribbing or building, 2x6-2x10 and 12x12 from \$10.00 to \$20.00 per thousand f. o. b. cars Milwaukee. Address H. Schmitt & Son, Jackson st., Milwaukee.

SECOND-HAND BAGS AND BURLAP.

WANTED—BURLAP BAGS, all sizes of heavy bags for grain. Send samples and prices to The Raymond P. Lipe Co., Toledo, Ohio.

5,000 **SECOND-HAND COTTON** grain bags for sale in any quantity. For prices write

FOELL & COMPANY,
123 Market street, St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago.

GASOLINE ENGINES.

FOR SALE—One 10 h.p. Lennox gasoline engine. In good repair. C. J. Imholt, Hampton, Iowa.

FOR SALE—Olds 18 h.p. Type G, gasoline engine. Good condition. A bargain. F. B. Bonebrake, Osage City, Kans.

LOW PRICE FOR QUICK SALE.

One 25 h. p. Foos Gasoline Engine, almost new. Address Salem, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Deere & Webber Gasoline Engine; 14 h.p. in first class running order. Price \$225.00 f.o.b. cars at Moorehead, Minnesota. N. J. Olson Co.

FOR SALE—Fairbanks-Morse, 60 h.p. engine; fine condition; used only short time. Address Mrs. H. J. Whitacre, Box 181, Morrow, Warren Co., Ohio.

POWER USERS—Gasoline engine bargains from 1 to 100 h.p. Get our big list and state your power requirements before you buy. Badger Motor Co., Milwaukee, Wis.

FOR SALE—Seven horsepower "New Way" gasoline engine; in good running condition, \$175 cash. This engine is a Twin Cylinder, air cooled and cost new \$335. B. F. C. Morris, 1800 West Park Place, Okla. City, Okla.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

REAL BARGAINS.

15 h. p. Foos
20 h. p. Fremont
8 h. p. Havana, new.
6 h. p. Fairbanks-Morse
4 h. p. Havana, new.
1000 bu. Automatic Scale, new
1 Corliss Engine and Boiler.
The above are guaranteed to be in good condition.
Three car loads good lumber.
H. GROSS LUMBER & WRECKING CO.
Omaha, Nebr.

MACHINES FOR SALE.

FOR SALE—Roberts Alfalfa machinery, complete, for sale cheap. Twenty-five ton per day capacity; used but very little. E. H. Link, Sec'y, Hillrose Milling & Merc. Co., Hillrose, Colo.

SPIRAL CONVEYOR FOR SALE.

We have an overstock of 4", 6", 9", 12" and 16" new spiral conveyor of standard make, and are selling at cut rates. Also have some odd lots of elevator buckets. Ask for prices.

POWER EQUIPMENT CO.,
Minneapolis, Minnesota.

MACHINERY BARGAINS.

i New No. 2 Marselles Sheller, capacity 700 to 1,200 bu. per hr. Price.....\$500
1 20 h.p. R.&V. Portable Comb. kerosene and gasoline, Volume Governor, water cooled, special clutch pulley. Price.....\$1,160
1 Marselles 6 hole Spring Sheller, used one season, in good condition. Price..\$235
1 12 h.p. Portable Intern'l gasoline engine, in good condition. Price.....\$250
1 32' Sandwich Port. Corn elvtr., and 4 h.p. Staver Gasoline engines. Price....\$300
1 Brown-Duval Moisture Tester, 2 comp'ts, full supply extras. Price.....\$45
1 8 h.p. stationary gasoline Lenox engine. Price.....\$100

KING-READ LBR. CO.,
Montezuma, Iowa.

SACRIFICE SALE NOW ON.

All Makes and Sizes of Attrition Mills.
16" to 24" Robinson's\$65 to \$120 ea.
16" " 26" Unique's 60 " 130 "
16" " 36" Monarch's 60 " 200 "
16" " 36" Foos's 60 " 200 "
16" " 26" American's 55 " 200 "
16" " 24" Halsted's 55 " 135 "

Many types of single head mill also. We need the room for other purposes.

All the above mills completely remodeled and reconstructed. Guaranteed to be in as near a new condition as second-hand machines can be made. Also a full line of Roller Mills, Separators, Reels, Roller Feed Mills, Shellers, Buhr Mills, Corn Crushers, Crackers, etc. Write us for catalogs today. Give us a chance on all your requirements, whether new or second-hand.

George J. Noth,
No. 9 South Clinton Street, Chicago, Ill.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills:—9x24 Acme, 9x30 Allis, 9x24 Nurdyke & Marmon, 9x30 Wolf, all three pair high; and 9x18 Allis, 9x18 Hutchison, two pair high; one No. 0, No. 1 and No. 2 Willford three roll high, and many others listed in our Bargain Book.

Write for one—Mailed on request.
Corn and Cob Crushers:—No. 1 Richmond, No. 14 Economy, No. 5 and No. 6 Excel, Foos Scientific Mills, No. 2 "Triumph," one "Horton," one No. 2 Acme, 2 No. 7 Sullivan, etc.

Attrition Feed Grinding Mills:—16, 20, 24, and 30 inch "Monarch"; 18 and 24 inch "Modern Special"; 30 inch "American"; 16, 19 and 24 inch Foos; 24 inch "Unique."

Single Roller Mills:—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 10x24 and 12x24 "Downtown"; 12x30 Allis.

Double Roller Mills:—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Buckets Attached.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.
Est. 1872. Inc. 1901.

B. F. GUMP CO.,
431-437 So. Clinton St.
Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE—Four roll Stevens Feed Mill 9"x15". Very cheap. Kiest Milling Co., Knox, Indiana.

FOR SALE—Two Gibbs bean pickers in good condition, ask for price and description. Bad Axe Grain Co., Bad Axe, Mich.

FOR SALE—1 Boss loader with 12 ft. shaft and pulley, \$34.00; 1 Fairbanks 7,-500 lb. Hopper scale, \$50.00. Address Clinton Grain Co., Frankfort, Ind.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong, Milwaukee, Wis.

GRAIN WANTED.

WANTED small Yellow Flint Corn for Pigeon feed. F. A. Schwegler, 212 Northampton st., Buffalo, N. Y.

WANTED Corn, hay, oats, mill feed and the accounts of good responsible shippers in territory not already taken. M. A. Williamson, Fairmount, W. Va.

GRAIN FOR SALE.

YOU CAN find a ready market for grains of all kinds, thru the insertion of an advertisement in these columns. It will be read by over 6,100 progressive grain dealers.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

HAY WANTED CARLISLE COMMISSION CO. HAY SPECIALISTS

SHIP TO US BUY OF US
Established 1889
746 Stk. Exchange KANSAS CITY, MO.

Corn and Oat Tables

—ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,090 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cts.

Grain Dealers Journal
315 So. La Salle St., Chicago, Ill.



ALBERT MILLER & COMPANY
HAY Commission Merchants
Ask for our weekly letter
"THE HAY MARKET"
192 No. Clark St., CHICAGO, ILL.

Figure the amount of advertising carried—Can you doubt our ability to **Produce Results**

Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10"x16 1/2 inches, used double. The left-hand pages are ruled for information regarding **SALES and SHIPMENTS**; the right-hand pages for **RETURNS**. Under **SALES** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **SHIPMENTS** are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under **RETURNS** are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.

Everything for the Elevator

Bland's Flexible Spouts

Interchangeable Sections
Swivel Head

THE BEST CAR LOADER
ON THE MARKET

GRAIN DEALERS SUPPLY CO.

Minneapolis,
Minn.



Write for
Our New
Catalog

TESTING SCALES and SIEVES, EMPIRE and SALEM BUCKETS, RUBBER, LEATHER and CHAIN BELTING REPAIR WORK

We send men all over the northwest to repair and remodel elevators.

If you are going to make changes, let us send a representative to figure it.

Register of Grain Received

In Wagon Load Lots No. 12aa

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/4"x14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

FOR SALE BY

GRAIN DEALERS JOURNAL, LaSalle St., CHICAGO, ILL.

SEEDS FOR SALE—WANTED

We Buy and Sell

Wheat Screenings, Cane seed, Salvage W
Kaffir Corn. Write or wire for prices.
HENRY LICHTIG GRAIN CO., Kansas City Mo

To Buy Kaffir Corn
& Milo Maize
Write to
T. C. Christopher & Co.
Kansas City Mo.

SEEDS FOR SALE.

ALFALFA SEED FOR SALE.—Pure, clean, new crop Kansas grown alfalfa seed at \$7.00 per bu. Write for sample. R. W. Sanborn, Hewins, Kans.

SEEDS Clover, Alsike, Timothy
Consignments and Futures
SOUTHWORTH & CO.
TOLEDO, OHIO

SEEDS FOR SALE.

SEED OATS FOR SALE.

A limited supply of nice English Black Oats. Write for sample and price. Cuppy & Munson, Kemp, Ill.

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Grass and Field Seeds
Poultry and Pigeon Feeds
Buyers and Sellers Will
Please Correspond With Us.

729-735 E. Pratt St. 205-213 E. Falls Av.
BALTIMORE, MD.

Have 10,000 Bu. **CHICKEN FEED WHEAT** on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

DUPLICATING SCALE TICKET BOOK

No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

Put Your Name

where every progressive grain dealer will see it and keep it there.

THAT IS IN THE

Grain Dealers Journal

OF CHICAGO

SHEPARD'S SEED WHEAT



solves the problem of increasing the output of your mill without adding new equipment. Wide-awake millers throughout the country are beginning to realize the importance of pure Seed Wheat. They are encouraging the farmer to secure the best obtainable. Where farmers do not pay enough attention to the selection of seed, it will pay you, the man who gets the wheat for milling, to select it for him, if necessary at your own expense.

How We "Breed" Wheat

In special 10-acre plots, we breed the best standard sorts for quantity yields and milling qualities. Being practical millers ourselves, we know what "good wheat" means. Our seed yields on an average 25 to 40 bu. per acre and a weight of 63 lbs. per measured bushel is often reported. All we offer is either grown on our own farms, or under our supervision, from seed furnished by us. It is perfectly pure, absolutely free from smut, carefully re-cleaned and graded. We can furnish any quantity from 25 bu. up to several car loads.

Fultz is our leading variety. Shipments can be made from July 20th on. Start your wheat improvement campaign early by writing for circular, samples and special quotations today.

O. C. SHEPARD CO.

Box 80
Medina, Ohio

POST YOUR PRICES

TODAYS PRICES	
OATS	45
CORN	77
WHEAT	101
RYE	118
BARLEY	134
CLOVERSEED	950

and stick to them. The farmer likes to know he is getting a square deal.

An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

Price Posting Bulletin Form 1 is made of heavy No. 30 gauge steel, japanned so that it will not rust. Top piece contains the words "TODAY'S PRICES" in bold, white type; punched for screw hooks. Six card holders are hung to top so as to provide room to post prices bid for different commodities.

Card holders are turned over on top and bottom edges so they will hold the

cards firmly. Complete set of cards bearing the words, Oats, Wheat, Rye, Barley, Y. Corn, W. Corn, Flax, Clover, Timothy, Alsike and Hay; and 10 sets of digits so that the price of each commodity may be easily and quickly posted.

Order Form 1.

Size 14x19½ inches.

Price \$2.00

GRAIN DEALERS JOURNAL

315 South La Salle St.

Chicago, Ill.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

ALFALFA.

American and Choice Imported. Quick shipment. Write for prices. G. S. Mann, Postal Tele. Bldg., Chicago, Ill.

SEEDS FOR SALE.

SEED WHEAT FOR SALE.

Grown in the famous Genesee Country. Cleaned and graded carefully. Varieties—Red Wave, St. Louis Grand Prize, Poole, and Improved Number Six. Prices on application. M. C. Rumsey, Batavia, N. Y.

DIRECTORY OF THE GRASS SEED TRADE

SEEDS

Grain, Clover and Grass Seeds,
CHAS. E. PRUNTY,
7, 9 and 11 South Main St. SAINT LOUIS

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

ARCHBOLD, OHIO.
Hirsch, Henry, all kinds grass and field seeds.

BALTIMORE, MD.
Buffington & Co., John J., whse. seed merchants.

BAMFORD, PA.
Hoffman, A. H., carlots or less seed wheat.

CHICAGO, ILL.
Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CINCINNATI, OHIO.
McCullough's Sons Co., J. M., seeds.

EVANSVILLE, IND.
Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.
Indiana Seed Co., The, Seed Dealers.

LOUISVILLE, KY.
Louisville Seed Co., grass seed dealer.
Ross Seed Co., field seeds, exporters.

MILWAUKEE, WIS.
Courteen Seed Co., field seeds.
Rosenberg & Lieberman, alfalfa, clover, etc.

MINNEAPOLIS, MINN.
Minneapolis Seed Co., field seeds.

MITCHELL, S. D.
Dakota Improved Seed Co., millet, seed-corn.

NEW YORK, N. Y.
Liefmann's Hamburg, rep. I. L. Radwaner, field sd.
Loewith, Larson & Co., clover, grass, field seeds.

TOLEDO, OHIO.
The Toledo Field Seed Co., clover, timothy.

TORONTO, ONT.
Steele, Briggs Seeds Co., Ltd., field seeds.

SEED

We Buy and Sell

Established 1838 SEED OF ALL KINDS Write or Wire Us Incorporated 1904

THE J. M. McCULLOUGH'S SONS CO.

316 Walnut St., CINCINNATI, Ohio

SEED

NEW CROP TIMOTHY SEED

Car lots or less.

The Oxley Seed Company
GIBSON CITY, ILL.

American Grown Farm Seeds

Quote us with Samples

CLOVER, TIMOTHY and ALSYKE

The Philadelphia Seed Co., Inc.
PHILADELPHIA, PA.

Representatives of the largest seed houses of Europe.

EUROPEAN SEED

Write for Samples and Prices

LOEWITH, LARSEN & CO.

150 NASSAU ST., NEW YORK, N. Y.

We now offer for import shipment new crop Red Clover, White Clover, Crimson Clover, Dwarf Essex Rape and Orchard Grass.

CLOVER, GRASS AND FIELD SEEDS

Largest ALFALFA SEED Dealers



Large Dealers in Red and Alsylke Clovers, Timothy, Millets, Rape, Grasses, Buckwheat, Seed Corn, etc.

Always paying top market prices for good seeds. Write for sample envelopes.

Rosenberg & Lieberman

Founded 1860
MILWAUKEE, WIS.

If Your Business

isn't worth advertising
advertise it for sale.

Red Clover
Alfalfa
Dwarf E. Rape
White Clover
Alsyke
Natural Grasses
English Rye Grass
Red Fescue

I. L. RADWANER

American Representative

R. LIEFMANN SONS, Succ. HAMBURG
171 Broadway, New York

Can You Offer
Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO

THE ALBERT

DICKINSON

COMPANY

SEEDS

Timothy
Clover
Flax
Agricultural

CHICAGO

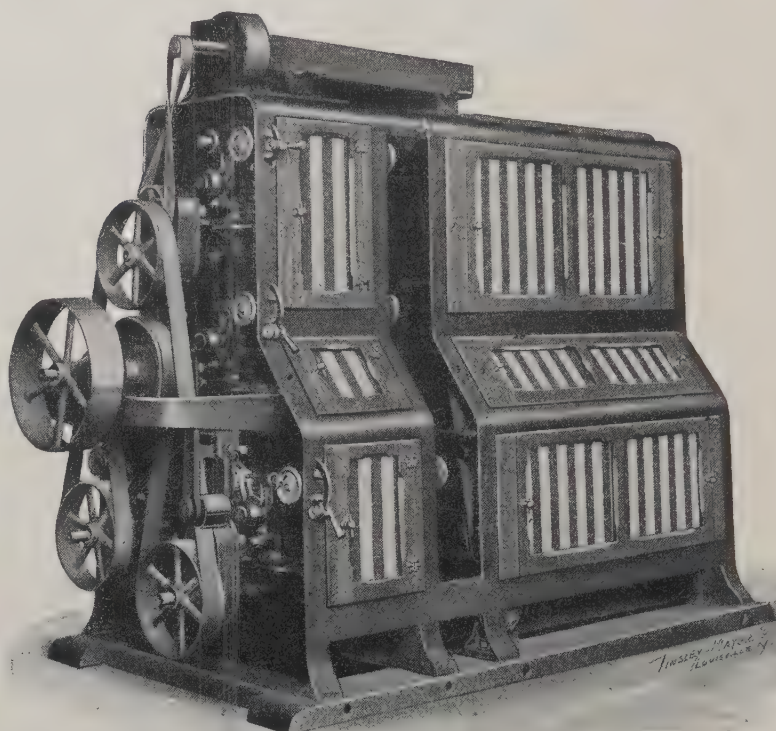
Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

MINNEAPOLIS

MAKE YOUR WASTE A PROFIT!

THE THING THAT TURNS THE TRICK

USES
SURPLUS
POWER



NO
EXTRA
LABOR

The "Midget" Marvel Self Contained Flour Mill

What percentage of your expense is DEAD LOSS? How much do you spend every year for which you get nothing in return?

The "Midget" Marvel makes 42 pounds of best quality flour out of a bushel of No. 2 wheat; runs on 4 H. P. and can be operated by ONE MAN, NOT NECESSARILY A MILLER.

Probably you are paying an employee for services which are bringing you no return six months in the year. **MAKE HIM MAKE YOU MONEY.**

Likely you have an engine developing three times the power you need in your elevator. Whether this be true, you at least have a power plant which nets you nothing half the time. **GET SOMETHING OUT OF IT.**

Investigate at least. That costs you nothing. Let us submit you figures on what you can make. Send us the price of wheat and the wholesale prices of flour, bran and shorts, and let us show you the "MIDGET" MARVEL as a 100% investment in every respect,

Send for a catalog, "THE STORY OF A WONDERFUL FLOUR MILL"—NOW.

THE ANGLO-AMERICAN MILL COMPANY

460 Central Trust Building

OWENSBORO, KY.

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager.

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To United States, Canada and Mexico, semi-monthly, one year \$1.50; one copy 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year \$2.50.

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value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, crop and leaking in transit reports are always welcome.

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KING CORN was getting very yellow in many sections of the corn belt, but today's rain will bring the much needed relief.

IF THE SECRETARY of the Treasury deposits \$100,000,000 in the banks of the grain surplus states, no difficulty should be experienced in moving the grain crops and money should be easy.

DON'T fail to peruse carefully the "Don't's" published elsewhere, which have been compiled by the Sec'y. of the Indiana Ass'n. They are good enough to read every morning before opening the office.

BLACK RUST has not caused the crop experts much trouble for several weeks past, so that once again their awful forebodings of the damage to result from this disease will not be realized in the spring wheat states.

UNIFORM GRADES for corn have been established by the Department of Agriculture, but have not yet been released by the Secretary. Shippers who are selling December corn on the basis of the old rules should be careful to specify the rules to govern.

OKLAHOMA grain dealers have sent a personal representative to Galveston, to supervise the inspection of their grain shipped to that market. In other words, they propose to have a man on the ground to see that their grain is given the grade to which it is entitled.

NOW that Ohio's new seed law has gone into effect, the seed growers will have a chance to learn of the true advantages of being regulated by a lot of numbskulls. If any attempt is made to enforce it, someone will have to get busy and secure its repeal.

GRAIN SHIPPERS along the Rock Island R. R. in the Northwest are to be startled by a refund of freight collected in excess of the rate intended to be permitted by the Interstate Commerce Commission. However, they will not be likely to receive the refund, unless they put in a claim for it.

ELEVATOR MEN who install man-lifts should avoid displacing the stairway, as it may be very necessary, in case the man-lift gets out of order. Few insurance companies would care to carry the risk unless the machinery in the upper stories was accessible, and none will grant a credit for the installation of man-lifts, unless the man-lift is kept in working order.

COUNTRY GRAIN buyers who are embarrassed or placed in a false light by the quotations of their nearby market, as published in the newspapers, can generally have same rectified by formulating a protest and petition to the quotation committee of the exchange. Failing in this, they can join in the protest to the papers of their section, and thereby secure the publication of quotations which more nearly reflect the cash value of grain.

MICHIGAN'S state association, in hope of handling more efficiently the local problems of the grain dealer, has decided to organize county divisions. If the work is extended in such detail and dealers take it up in earnest, then surely the state ass'n. will have the support of a larger number of dealers than ever before, and with ample funds, should accomplish more to promote trade interests than it has been able to do heretofore. It will bring new life to the Michigan trade.

THE DISCUSSION of defective Bs/L at the recent meeting of Michigan dealers should prompt shippers everywhere to exercise greater care in preparing their bills, and in obtaining the pen and ink signature of the local station agent, as well as his station dating stamp on every B/L. So much laxness has been tolerated, the wonder is that everyone interested has not suffered greater losses, as a direct result of rank carelessness in the issuance of Bs/L. While the present Pomerene Bill does not secure for shippers everything that is desired, still it is a long step forward, and every shipper, as well as every banker advancing money on Bs/L, can well afford to work earnestly in behalf of its enactment into law.

ONE of our valued correspondents sends us a photograph of his elevator, which burst (see "Letters" in this number), and gives the real cause of the breaking out of the bin walls. Elevator operators everywhere can well profit by his experience and insist on stronger stay rods being used to support the deep bins of studded houses.

THE LARGE number of cars reported leaking in transit, which are published in this number, prove conclusively that the majority of the shippers of the country are very glad to help out their brother sufferers, whenever they see a leak. One shipper who learned of a wreck, took the trouble to report 15 different cars which were damaged in the wreck. Were any of them yours?

ILLUSTRATED in this number is a hopper bottom grain car which seems to be the most practical advance made in grain cars. All grain door troubles are solved thru the use of drop doors and the work of unloading the cars is greatly facilitated by means of hopper bottoms on each side. The 200 cars now in service are also constructed with heavy siding, inside the frame work, but all lining is dispensed with, and the lodging of grain in hidden pockets stopped.

REPEATED COMPLAINTS of weevil received recently would seem to indicate that many elevator men do not exercise enough care about keeping the corners and out-of-the-way places clean and clear of refuse. The damp, musty pile of off-grade grain and screenings way back there in the dark corner furnishes a welcome breeding place for this pest, and no matter how persistently the elevator man tries to keep the weevil out of the clean grain, he cannot do it without first freeing the house from the dirty breeding spots.

IT NOW seems very likely that country grain buyers who contracted corn for December delivery at a price below 50c will not get what they contracted. Some may receive a little corn, but the way the seller's crop will shrink will cause much grief and some wrath. Those who took the precaution to place their contracts in writing may be able to get the grain, or collect the difference between the contract price and what he must pay to get the corn. The farmers who last month were anxious to sell for December delivery knew to a positive certainty that the country would produce so much corn that it would be used for fuel before the winter was over, so they sold what they did not have. Verbal contracts for the sale of grain are always honored in the pit, but few farmers have as yet been educated to appreciate that a man is honor bound to deliver what he sells, even tho the market does go up.

AUTOMATIC SCALES of small capacity are not giving satisfactory service on light weight oats, and some of the scale inspectors are recommending that manufacturers destroy the small pattern, and thus relieve everyone concerned of much trouble. No doubt the trade will be much better off when only automatic scales of the larger capacity scales are installed.

"DUST EXPLOSIONS and Their Prevention" is the subject of a letter appearing in this number, which merits careful reading by every elevator owner. The great loss of life and property at Buffalo recently as the direct result of a dust explosion, of itself demands every elevator owner to sit up and give special heed to this hazardous feature of grain elevator operation. Collect the dust. Keep the elevators clean.

ATTACHING a freight car to force the railroad company to settle a claim for damages is an unusual proceeding, yet it has been successfully followed by a Grand Ledge, Mich., poultry shipper in collecting three different claims during the past year. It does not worry the poultry shipper if the derelict railroad company is a foreign corporation, he simply bides his time, until one of the railroad company's cars appears in sight and then he jumps on it and gets his money. If more shippers were as persistent and foresighted, more disputed claims would be paid.

SHIPPERS who experience difficulty in securing reimbursement for material used in cooping cars, should not hesitate to bring suit in the local justice court against the railroad. As a rule the railroads are perfectly willing to reimburse the shippers a reasonable amount for material they have used in cooping cars, but inasmuch as the law and the rules of the Interstate Commerce Commission forbid such reimbursement, they do not dare do so without a specific judgment is obtained. Some of the railroads would not even contest such a suit.

AN OBSERVING traveler, who has more than usual admiration for up-to-date elevator facilities, asks the question "Why do country elevator men put in two or three legs of large elevating capacity, and then install a slow-going windlass to dump the grain?" If anyone can make clear the advantage of such an arrangement, the information will no doubt be most welcome to prospective builders. The tendency is to make the machinery do all the work, and as quickly as possible, so as to avoid delaying farmers who are in a hurry to get back home, but if any part of the equipment is slower than the rest of the plant, the fast handling machinery has been installed in vain.

SOME RAILROADS seem determined to read into carloading rules as many confusing handicaps for the shipper as possible. Why they should strive to embarrass the shipper is not clear, unless the practice should prove profitable, but it is quite certain that the more the shipping public is imposed upon by ambiguous and contradictory rules which permit of different versions, to the loss of shippers, the sooner will shippers undertake to remedy the abuses by securing regulative legislation.

SHIPPERS who have failed to receive copy of new grain tariffs noticed in our department devoted to "Changes in Grain Rates" owe it to their business to send and get a copy, or at least look it over at the office of the local station agent. Shippers must depend upon themselves for the correct knowledge of rates, as the courts have decided that the railroad companies are not liable for error on the part of railway agents in quoting rates, so it makes no difference to him whether the rate he quotes is right or wrong.

IN JUNE our "Leaking in Transit" column contained the report of an A. T. & S. F. car leaking. It was the first report we have had in many months of a Santa Fe car scattering grain along the track, and naturally the Santa Fe officials immediately arose in arms and began an active investigation to learn why that car leaked. The vigilance of the Santa Fe officials in keeping their box-cars grain-tight and in furnishing cooping material has brought much joy to the grain shippers along that line. Shortages have been few and claims for loss in transit still fewer. If the officials of every line were as careful to stop the leaks, the worry to shippers and the expense for claim departments would be greatly reduced.

THE BUFFALO-NEW YORK railroads seem determined to prove the need of the enlarged Erie canal. Notwithstanding much export grain has been going to Baltimore and Philadelphia from western points all rail, the Buffalo-New York railroads refuse to give the shippers the benefit of the inland waterways, and make a rate from Buffalo to New York which would place the lake and rail route on an equal basis with the all rail route to Baltimore and Philadelphia. When the enlargement of the Erie canal has been completed, so that the grain can move from the lakes to the seaboard in large units, the railroads will be put to the necessity of making a number of changes in their freight rates, and our export grain trade, with all water rates from western lake ports to the seacoast, should be able to export more grain in competition with other grain exporting countries not so favored.

SHIPPERS who underbill grain placed in car for interstate shipment, evidently overlook the fact that the Commerce Act of Mar. 2d, 1889, specifically provides for a heavy fine and imprisonment for those convicted of under-billing or false billing, and several shippers have suffered sorely, as the result of errors, intentional or unintentional. The risk is too great for the little gain obtained by underbilling.

BAG LENDERS everywhere will be pleased to read of the schemes adopted by Ohio buyers of small grain, to obtain relief from the bag lending abuses. Wherever tolerated, lending bags to farmers has proved a very expensive practice to the lenders, and present day business methods forbid its continuance. It is no more incumbent upon the grain buyer to supply farmer with bags to bring in his small grain than it is for him to supply horses and wagons.

MISSOURI shippers will be greatly interested in the views of the traffic commissioners of the St. Louis Merchants Exchange and the Kansas City Commercial Club on the present status of Missouri's freight rates, which are published elsewhere in this number. Both letters contain much of direct interest and value to the grain shippers of the state, and should be the means of prompting those who have been taxed an illegal rate on interstate shipments to join with others in a suit for refund.

INDIANA grain dealers, seed dealers and millers are arranging for a three day outing and picnic at Lake Maxinkuckee Sept. 5-6-7th. All dealers with their families will be expected to attend and get acquainted with the other dealers of the state. No formal program, excepting prizes for the teller of the biggest fish story, will be permitted. Dealers of other sections have profited greatly by taking pleasure jaunts together, and those of Indiana can easily do likewise, as well as have a splendid time. •

ORGANIZATION of the members of any line of trade, as was clearly pointed out at the recent Toledo meeting of Grain Dealers, "is necessary to prevent waste and duplication." Few trade organizations have not affected greater economy in their different lines than present day profits amount to. It has long been so in the grain trade, and the wonder is that grain dealers in more sections of the country have not organized, for the improvement of trade conditions. The returns are very large, compared with the cost to the average individual, but every organization must have the earnest, active guidance of intelligent members of the trade, otherwise the results will not be all that is wished.

TEAM TRACK weights in Chicago are in need of immediate improvement. The notorious laxity on the part of the railroads in weighing this grain results invariably in shortage, which means loss to the country shipper. The Chicago Board of Trade has offered to take charge of team track weighing and its proposition meets with the approval of the Interstate Commerce Commission. This wud insure accurate weights and careful supervision. Team track grain wud sell without discount; and the country shipper wud receive payment for all of the grain in his car.

RAILROAD SCALES are even worse than painted. The report of the Interstate Commerce Commission on weighing methods of the railroads reveals the fact that three-fourths of the track scales in use are inaccurate. Coupled with this is the fact that the weighing methods are extremely careless, resulting in gross errors, and also that 80% of the cars in service carry stencilled tare weights that are wrong. With this combination, the grain man can readily figure out how often the railroad hits the right weight. Inasmuch as correctness in weights is just as necessary as correctness in rates in assessing freight charges, accurate scales and careful weighing methods become all-important. Whether the free and easy system that at present prevails is to the advantage of the carriers or not the Commission does not say; however, the reluctance of the railroads to improve conditions wud seem to prove that they are, at least, not losing money by their carelessness. In order to remedy matters, the Commission recommends governmental (state if possible but federal if necessary) supervision of railway track scales and weights, to the end that the carriers may be required to install track scales where needed, keep them in accurate working condition, and require the greatest care and accuracy on the part of their weighmasters. Certainly some supervision is immediately necessary in order to insure correct weights.

THE VALUATION of American railways will cost \$15,000,000, according to a carefully prepared estimate of the Interstate Commerce Commission. This is a huge sum, even for so prodigal a government as that at Washington; and it becomes properly a matter of consideration whether physical valuation of the railroads is worth its cost. In the first place, any valuation must be more or less imaginary. Who shall decide, for example, whether the railway's right of way shall be valued at its original cost to acquire, or at its present market value if sold, or at its cost if the railroad were to be built at the present time and the land had to be purchased in the open market. The settlement of this question

alone will have a great effect on the ultimate figures. This is merely one of the many difficult points the government engineers will have to decide, each of which will affect their results. Physical valuation at best will be an arbitrary thing; but admitting that accurate figures are attainable, of what value will they be? In the fixing of a freight rate, so many factors are taken into consideration that cost of service is rarely the deciding factor, and the relation between any certain rate and the value of the railroad is too vague to be discernible even to the theorist. The cash value of our railroads will be interesting information; but will be of little value in rate-fixing until the happy day when rates are reduced to a logical system and each commodity is obliged to carry its proper share of the cost of transportation.

BLACKBALLING THE UNDESIRABLES.

It is gratifying to note that the different trade organizations are scrutinizing more carefully than ever before the credentials of applicants for membership, and by their very carefulness are making membership more desirable and more valuable, because it stands for more to the trade. The dullards who drift along and pay no attention to what the trade organizations are doing, do not hesitate to consign their grain open to anybody, and, of course, occasionally they lose several cars, but they have themselves to blame.

It is an easy matter to learn if a firm sending out attractive bids is a member of a grain exchange or an association and must arbitrate differences. In organized markets, no one can afford to do business with non-members, as the members have so much better facilities for doing business direct and economically, that the non-members must deal thru the members, and charge the outsider the extra commission. Those who are not disposed to do business on the square are not welcome to membership in any organization which is alive to its own interests. Sufferers appreciating this have taken pains to advise the different organizations of the actions of sharpers and contract breakers, to the benefit of the associations and the entire trade.

The time is past when the dishonest grain dealer can hope to continue in the business indefinitely and still receive recognition and admission to the different organizations of the trade. The trade is on a higher plane than ever before, and is still advancing.

Southern 38729 passed thru Milmine, Ill., July 26 via Wabash R. R. leaking wheat at door. Car was sealed so we cud not repair leak.—Hamman Bros.

C. R. I. & P. 49317 passed thru Otego, Kan., in train 84 July 25 via Rock Island Lines leaking on the side near door.—U. H. Bunker.

C. M. & St. P. 55036, containing yellow corn, was transferred at Chancellor, S. D., on July 23. Several piles of corn were on ground and considerable was lost in transferring.—Joe Betts.

M. K. & T. 16441 passed thru Denton, Tex., July 13 leaking wheat badly. One of the trainmen noticed the leak and tried to stop it, but at least two bushels were lost in the two minutes I was watching the car.—L. T. Pellerin of Pellerin & Huguley, Plano, Tex.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. M. & St. P. 47566 arrived at Yale, Ia., Aug. 9, leaking oats at side door. Leak was caused by broken door post. Car set out at Yale for repairs.—J. B. Hayes, mgr., S. Hanson Lbr. Co.

Great Northern 280574 passed thru Sherman, S. D., Aug. 9, leaking wheat at bottom near side. Car was new and it looked as if leak was caused by short flooring boards.—L. E. Swatman, agt. Duluth Elvtr. Co.

Great Northern 18992 passed thru Haviland, Kan., Aug. 8, leaking at door post.—Gus Oswald of Oswald-Koelsch Grain Co.

Mo. Pac. 34333 passed thru Lohrville, Ia., Aug. 6, westbound leaking yellow shelled corn at corner of car.—Peter Greenfield, jr., agt. Wright & McWhinney.

C. & N. W. 71464 reached Jefferson, Ia., Aug. 5 leaking corn at side and end. We stuffed paper into the holes, which seemed to stop the leakage for the time being.—D. Milligan Co.

N. Y. C. & H. R. 64331 passed thru Galesville, Ill., Aug. 4 leaking wheat at king bolt. Cud not repair on account of location of leak.—C. O. Rice, mgr., Roy H. Jones & Co.

Nor. Pac. 28049 was set out at Kewanee, Ill., Aug. 4 for transfer. The car, which was loaded with oats, had sheathing broken loose at top and bulging out two feet.—C. A. Wylie.

Ill. Cent. 140152, billed to Council Bluffs, was set out at Manson, Ia., Aug. 4 leaking corn at doorpost and repaired.—A. Hakes.

Soo 104682 passed thru Trail, Minn., Aug. 2 leaking wheat thru floor at one side of the car. Train did not stop long enuf to permit me to repair leak.—H. F. Degerness, mgr. Farmers Prod. & Elvtr. Co.

C. I. & S. 794914 passed thru Whites-town, Ind., Aug. 2, east-bound, leaking white corn at side of car.—Jenkins & Cohee.

Ill. Cent. 24490 reached McLean, Ill., Aug. 1 leaking wheat badly. While train was here our men tried to fix the leak with cotton waste and nailed a board over it.—W. N. Ewing, of Aldrich Grain Co.

N. & W. 62123 passed thru Brenham, Greensburg p. o., Kan., Aug. 1, leaking at end and bottom of car.—S. L. Gamble, mgr. Brenham Equity Exchange.

Missouri Pacific 37407 passed thru Sherwood, O., July 30 with door open and leaking wheat thru grain door. Car was routed east on the B. & O.—J. J. Thieroff, Maumee Valley Grain Co.

C. B. & Q. 25352 passed thru Kewanee, Ill., July 29 leaking wheat badly.—C. A. Wylie.

M. & St. L. 9216 passed thru Rapatee, Ill., July 29 leaking oats at end of car.—G. P. Dikeman.

L. E. & W. 7518 passed thru Cicero, Ind., July 29 leaking wheat at side of car. Repaired leak as best we cud. Car carried seal No. 313, Jay Grain Co.—Robert Porter, propr., Cicero Mills and Elevator.

P. R. R. 30369 passed thru Oakland, Ill., July 29 leaking white corn over trucks at end.—Chas. H. Henn of Henn & Beggs.

N. Y. C. & St. L. 15912 passed thru Culver, Ind., July 28 leaking badly. Had no opportunity to repair leak.—Castleman-Williamson Co.

B. & O. 65701 passed thru Cromwell, Ind., July 28 leaking wheat at grain door.—M. L. Hussey, mgr. Cromwell Elvtr. Co.

Big Four 7060, B. & O. 116360, C. I. & S. 794496, A. C. 38039, were leaking at grain door; **L. V. 7230, L. S. & M. S. 67876, C. & N. W. 61288, C. I. & S. 794660**, were leaking at end; **C. N. O. & T. P. 15420** was leaking at both ends, **L. S. & M. S. 64675** was leaking at draw bar, **Big Four 6672, N. Y. C. & H. R. 10615, Big Four 5010 and Big Four 44787** had ends broken and grain running on ground, and **N. Y. C. & H. R. 69566** had sides broken and grain leaking on ground. These cars were all damaged in a wreck at LaRue, O., July 26.—C. Bayman.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WEEVIL IN BINS.

Grain Dealers Journal: We have had weevils in our elevator for two years, and we wud like to get rid of them before putting in new grain. Kindly advise how we can fumigate our bins.—Hoover Grain Co., Marion, O.

Ans. See page 43 of the Grain Dealers Journal for July 25, describing the use of carbon bisulfid.

KILLING CANADA THISTLES.

Grain Dealers Journal: Can the Journal give us any information in regard to getting rid of Canada thistles?—Berne Grain & Hay Co., Berne, Ind.

Ans. Farmers' bulletin No. 545 of the United States Department of Agriculture, entitled "Controlling Canada Thistles," by H. R. Cox, gives complete information how to kill this weed. This pamphlet is mentioned in the "Books Received" column of the July 25 number.

ARE JOHNSON & CO., GOSHEN, IND. RELIABLE?

Grain Dealers Journal: Have Journal readers ever heard of trouble between shippers and Johnson & Co. of Goshen, Ind.? They want to buy some hay from me. I think I read in the Grain Dealers Journal a caution for shippers to deal with them watchingly.—H. H. Palmer, Hillsdale, Ill.

Ans. On page 590 of the Apr. 25 Journal was given a letter from J. Vining Taylor, sec'y-treas., National Hay Ass'n, as follows: "I notice with interest an editorial in your Journal of Apr. 10 in regard to a Goshen, Ind., hay buyer. Naturally, I am interested in this because I have one of the most complete files on the Interstate Hay Co., alias Johnson & Son, alias Johnson & Co., of Goshen. This firm has fleeced more persons in this country than any five others that I know of and altho I have warned our members time and again to beware of them, for some unexplainable reason they get stung every week. If there is any way to run these people to earth, I shud certainly be willing to co-operate with the victims along these lines."

R. R. FAILED TO NOTIFY CONSIGNEE.

Grain Dealers Journal: When the shipper of a car of potatoes failed to send consignee the B/L and invoice, with the result that the car lay 36 days at destination before consignee was notified by the railroad company of its arrival, as stated on page 120 of the July 25 Journal, can he collect any damages from the railway company resulting from this delay, as it failed to notify either consignee or the shipper that the car had arrived?—W. F. Grover, Ridgeland, Wis.

Ans. The railway company is obliged to notify the shipper of the arrival of his freight, and its failure or delay to do so makes it liable for any loss resulting therefrom. On page 468 of the July 25 Journal, in the suit of the Texas & Pacific Ry. Co. vs. Gilmore in the Court of Civil Appeals of Texas (152 S. W. 1102), the question of whether the railway company's agent mailed a postal card to the consignee notifying him of the arrival of his freight was held to make a question for the jury, and to sustain a finding in

favor of Gilmore. Numerous other court decisions sustain the right of the consignee to collect from the railway company for loss resulting from this cause.

REFUND FOR COOPERING CARS.

Grain Dealers Journal: Did the Union Pacific R. R. carry a provision in its tariff to reimburse grain shippers 80c per car for coopering from Sept. 28, 1908, to July 1, 1911?—W. D. Kuhn, Holton, Kan.

Ans. The Union Pacific has no published rule now allowing shippers 80c per car for coopering cars loaded with grain; neither do we find that we ever published such a rule within the last six or seven years.—E. H. Wood, freight traffic manager, U. P. R. R., Omaha, Neb.

UNDERBILLING SHIPMENTS.

Grain Dealers Journal: If an elevator company underbills its shipments, is it guilty of a criminal act? What are its chances of recovering in case of loss in transit.—S.

Ans. Underbilling interstate shipments is covered in the Act to Regulate Commerce. Section 10, third paragraph, as amended March 2, 1889, and as now in effect reads: "Any person and any officer or agent of any corporation or company who shall deliver property for transportation to any common carrier, subject to the provisions of this Act, or for whom as consignor or consignee any such carrier shall transport property, who shall knowingly and willfully, by false billing, false classification, false weighing, false representation of the contents of the package, or false report of weight, or by any other device or means, whether with or without the consent or connivance of the carrier, its agent or agents, obtain transportation for such property at less than the regular rates then established and in force on the line of transportation, shall be deemed guilty of fraud, which is hereby declared to be a misdemeanor, and shall, upon conviction thereof in any court of the United States of competent jurisdiction within the district in which such offense was committed, be subject for each offense to a fine not exceeding \$5,000 or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the court." Underbilling intrastate shipments wud come under the jurisdiction of the state in question, and most states have laws that wud make this punishable. To say the least, it is an extremely dangerous practice, and is one that no honest man will countenance.

DOES NOT ACKNOWLEDGE CLAIM.

Grain Dealers Journal: On June 18 a country shipper sent us a car of oats and billed us for 200 sacks. The car arrived under his seals, but on checking we found only 176 sacks. We wired shipper as follows: "Car arrived contains only 176 sacks. Shall we unload?" Not hearing from him and needing the oats badly, we took up draft and sent him a claim for 120 bus. and freight charges. Our claim was not acknowledged.

On July 9 we wired him to ship another car after getting his prices. We received no reply and on July 14 wired that if the car had not been shipped, to cancel the order. He replied that the car had been shipped the previous week. To date the car has not arrived nor have we received draft, and we were out of oats for ten days while waiting for his shipment.

We have also not heard from the shipper in regard to our claim. What course shud we pursue in this matter?—Elevator Manager.

Ans. If the shipper is a member of a grain dealers ass'n, write to the sec'y, as under the ass'n rules he is required to arbitrate trade differences. There is no excuse whatever for your not receiving a prompt reply to your complaint of short count. If the shipper can prove that he delivered the 200 sacks to the railroad company, the carrier is responsible for its delivery to you. While shipper's seals on all openings wud seem to prove that the car's contents had not been tampered with, this does not bar you from recovering from the railroad for shortage. It is incumbent upon the shipper to furnish you with a sworn certificate

of weight. Present this certificate with your claim and the railroad will be obliged to make good the difference.

LEGAL FREIGHT RATES IN Missouri.

The recent decision of the Supreme Court of the U. S. in upholding the constitutionality of Missouri's law fixing grain rates, leaves no question as to the rates the railroads have the right to charge, since the enactment of the law, and while the court did not order the refund of the overcharges collected since the law's enactment, it is very clear that any rate collected in excess of the legal rate is unlawful, and must be refunded.

Interstate shipments of grain or grain shipped on interstate billing is not likely to profit by this latest decision of the court. Every grain shipper who has complained of the railroad's exaction has pointed out that it had continued to collect the old rate all the time the new law was being tested in the courts. As is recited by the Commissioner of the Kansas City Commercial Club, a move will be instituted to collect all the overcharges by one suit, thus reducing the cost of litigation to each plaintiff to a very small figure. We are pleased to give the views of the two most prominent freight bureau officials of the state:

SERVICE COMMISSION WILL PASS ON REFUND.

Grain Dealers Journal: Section 3241 of the Revised Statutes of the State of Missouri, 1905, provides for certain rates to be applied as maxima for hauls within the State of Missouri on certain classes of freight, including grain and flour, in carloads. The rate on grain and flour is fixed at 5c for the first 25 miles and ½c for each additional 25 miles; for instance, the rate from Sedalia, Missouri, which is 188 miles from St. Louis, would be 8½c, the last fraction of 25 miles counts as full 25 miles.

This statute was contested by the railroads of Missouri and the matter has been in the courts ever since until about the first of July, when the Supreme Court of the United States decided that the carriers had failed to sustain the burden of proof that the rates were confiscatory, as they had alleged in the lower courts.

The result was that the rates had to be established, which was done with the cooperation of the Public Service Commission of Missouri. Tariffs have been issued by all Missouri lines accordingly, except two lines, namely, St. Louis & Hannibal, and the Kansas City, Clinton & Springfield, which were exempted by the Supreme Court from the operation of the statute on account of their poor financial condition.

Therefore, any Missouri shipper, beginning with July 12th when the new tariffs were put in force, is entitled to the rate mentioned above, and should not pay any more. If he has paid more, he should claim back the overcharge.

Whether a refund will be made on all business handled between 1905 and July 12th, 1913, is a question that the Missouri Public Service Commission now has under consideration and as soon as the conclusion can be reached, it will be publicly announced by it.

What I have said above applies to a haul over one railroad entirely within the State of Missouri. It does not apply on an interstate haul altho the business may originate and terminate within Missouri; for instance, the C. & A. coming to St. Louis passes through Illinois from Louisiana to East St. Louis. Such business, while it might originate and terminate

within the State of Missouri, has been held to be interstate business, therefore is not subject to the control of the State of Missouri so far as rates are concerned, hence the C. & A. will not charge its rate to St. Louis by its own line.

I would explain further, however, that the statute also has a provision in computing mileage for the assessment of the rates therein mentioned. The distance from initial to terminal point within the state shall be used even tho the traffic may move over more than one railroad. Therefore, we claim that the C. & A. should give us rates to St. Louis via its Missouri junctions in connection with the shortest line, and charge the rate mentioned in the first part of this communication for the entire haul.

The railroads, however, are contesting this part of the statute, claiming that each railroad is entitled to make an initial charge of 5c for the first 25 miles and ½c for each additional 25 miles. My judgment, however, is that this view can not prevail, but it is a matter that the Public Service Commission of Missouri will have to determine.

On all hauls wholly within the State of Missouri the rate that I have mentioned applies, effective July 12th, with the exception of the two poor lines mentioned. —Yours truly, Chas. Rippin, Commissioner Traffic Bureau Merchants Exchange, St. Louis, Mo.

LARGE AMOUNTS ARE DUE SHIPPERS.

Grain Dealers Journal: The two-cent Passenger Law enacted by the Legislature of Missouri in 1907, and the Maximum Freight Rate Law enacted in 1905 and amended in 1907, both of which were enjoined by the Federal Courts, were recently sustained by the Supreme Court of the United States, having been carried there by the State of Missouri thru appeal from the decision of the lower courts.

It has not yet been determined whether or not carriers will be required to refund charges collected in excess of the Maximum Freight Rates as amended in 1907 on shipments which have been charged at higher rates since that time. This matter will not be determined until the modified decree is received from the Supreme Court, which is expected within the next week or ten days, and may not then be determined, but may have to be decided by a suit at law.

Undoubtedly large amounts are due shippers under these rates and unless the modified decree specifically provides for these refunds on proper proof, the only recourse will be by claimants entering suit to recover and make proper proof of the collection of excessive charges. If the latter course is necessary, we have arranged to file one suit through this department, by having shippers make up their claims and assign them to the undersigned, individually, so that one suit may be brot and the litigation expense be minimized and in order that the greatest number of shippers may get the benefit of these refunds, which might not be the case if each individual was required to institute legal proceedings. It is true that some of the roads are charging the old rates on grain, particularly, because, in some cases, an interstate feature is involved, but, where there is no question of the transaction being transportation solely within the State of Missouri, the carriers will protect the new state rates, which have been published by all of the roads, effective July 12, 1913, in individual tariffs.—Respectfully, H. G. Wilson, Transportation Commissioner, The Commercial Club of Kansas City.

Mayville, Mich., July 31.—Hay crop light. Potatoes fair. Oats making 40 bus. Corn is good and acreage big.—Gus Bubel, mgr. Mayville Grain & Prod. Co.

INVESTIGATING THE Husted Explosion.

L. E. Harmon, pres. of the Buffalo Cereal Co., has made public the devices in use by his company to prevent fires and dust explosions. Mr. Harmon is chairman of the millers' com'te investigating the Husted elevator and mill disaster.

The Buffalo Cereal Co. believes that it has adopted all possible precautions to prevent accidents, altho, of course, it cannot guard against human carelessness; and the devices it uses, which are of its own planning, have already prevented a number of explosions.

A magnetic separator is employed to remove all particles of iron, thereby eliminating that source of sparks. To keep down the dust and reduce its explosive properties, a steam jet is employed. This method, however, cannot be used in the grain mill proper, as it makes the grain unfit for milling. The steam jet is also practicable in fighting dust created by grinding oat hulls. In the mill proper a blower is employed to take out the dust, which is later collected and used.

The inquest into the Husted explosion has been adjourned awaiting the reports of the various investigating bodies. None of the witnesses at the inquest were able to state what caused the explosion, nor what came first, the fire or the explosion. So far the deaths total thirty-three. Several of the injured are still in precarious condition, but are not expected to die.

FLAX STRAW as a source of paper pulp will be experimented with by Charles J. Brand of the U. S. Department of Agriculture. The straw will be made into paper at Cumberland Mills, Me., and tested to see if it is commercially useful.



Mr. Grain Buyer Decides It Is a Good Time to Let Down the Gate.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

RELIEF FROM BAG LENDING ABUSES.

Grain Dealers Journal:—In some parts of Ohio country grain buyers are still burdened with the bag lending practice, and some of them suffer heavy losses each year. One firm I know of bot 3,000 bags at 22c apiece, and in five years their \$660 was gone and they had nothing to show for it. Tiring of this expensive imposition on the part of the farmers, Mr. Grain Buyer had printed a number of certificates as follows:

RECEIPT FOR BAGS.

West Alexandria, Ohio.

This certifies that I have received of Chas. A. Rinck 191..... unmarked brand Grain Sacks to be filled with Grain and delivered within 4 days.

For all Sacks returned not filled with Grain, I agree to pay one cent per day per sack rental from date.

For all Sacks retained longer than 4 days I agree to pay one-half cent each per day rental until Grain delivery is made.

For Sacks not returned and for all Sacks torn I agree to Pay cents apiece.

If Sacks are kept longer than twenty days, settlement will be made for as Sacks not returned.

I hold myself responsible for all the Sacks.

Below the certificate on the same sheet are provided columns for credit entries as follows: "Credited Date," "Returned," "Filled," "Empty" and "Rental." This serves to notify the farmer that he means to enforce the agreement to the letter, so, naturally, Mr. Farmer is more careful to return all bags promptly.

He gives out no bags unless the borrower signs one of these blanks, and he is very glad to report that he has lost no sacks since adopting this certificate.

The Chrisman Mfg. Co. of Bryan, O., secured relief from the bag lending abuse by buying four grain-tight wagon beds, which they lend to farmers for hauling in small grain. Each bed is plainly marked with the name of the milling company, and at the present writing it still possesses the four beds originally purchased.

The bag lending abuse has cost the grain buyers of this state many fortunes, and forced a number of dealers into bankruptcy, so it is decidedly encouraging to learn that some of the buyers are finding relief from the abuse.—Buckeye.

STAY RODS TOO SMALL; BINS BURST.

Grain Dealers Journal: Our elevator at Kackley, Kansas, burst recently, the rupture being due to the fact that three deep bins were loaded full of wheat and the stay rods were not strong enough to withstand the pressure.

We are sending herewith a photograph taken immediately after the accident. Between 3,500 and 4,000 bushels of wheat was spilled upon the ground, but it was saved with very little loss.

The elevator is now repaired and in

condition to receive grain again. We were fortunate that all the bins contained wheat. The cleanup would not have been so easy had one of the bins been filled with corn. The stay rods were of half-inch iron and they should have been three-quarters. We do not like to advertise our poor judgment and ill-luck but if it will benefit some of our brother grain dealers, we are willing to have it published.—Yours truly, Bossemeyer Bros., E. B., Jr., Superior, Wis.

DUST EXPLOSIONS AND THEIR PREVENTION.

Grain Dealers Journal: Since the recent explosions, we have had so many inquiries as to the cause and prevention of these explosions, that we have prepared the following statement which we believe covers the matter fully.

The number of mills and elevators that have been destroyed by dust explosions within recent years resulting in not only heavy loss of property, but the loss of many lives, has so emphasized the danger from the explosion of grain dust that insurance companies, both fire and liability, as well as the owners of such properties, have become deeply interested in such appliances and facilities that are in existence to reduce or eliminate the danger from this source.

In view of the fact that appliances have been in existence to improve the conditions and avoid such losses, the courts have held the owners of such properties liable for negligence, when these appliances are not in use, and have shown a disposition more and more to hold the owners of said establishments under heavy obligation for the loss of life incurred.

Inquiries have come to us from various interested sources as to what means we have to offer for the prevention of such explosions and what are the safety devices we have to offer for such purpose.

The dust collecting system which we manufacture and install in grain elevators and like establishments has been an evolution of a number of years and has been installed in a large number of elevators, especially of the middle west and south. Its merit and value have been so recognized by the Elevator Engineers of the middle west, that for a number of years

a new terminal elevator has not been considered complete in its equipment without a dust collecting system and they have invariably specified such a system for new terminal houses within this territory. As a result, so far as we know, there has been no fire in an elevator west of Chicago and St. Louis that has resulted in a dust explosion within recent years.

Our dust collecting system consists of dust separators connected directly with the various grain cleaning machines, one or more suction fans with piping system to take the dust from these various dust separators and from all initial points where dust arises and from which it is practicable to take the dust before it escapes into the elevator—such as the boots connected with the elevator legs, the elevator heads or garners, grain belt hoppers, and so forth, and providing floor sweeps throughout the elevator on the various floors through which any dust that does escape into the elevator can be swept up and systematically fed into these sweeper connections. The dust so collected is delivered automatically to the furnaces by furnace feeders or to any other destination as may be desired. The connections where dust is received from the various initial points mentioned are so made that only the light floating dust is taken into the system. The system is so arranged that any grain that may be taken into the system through the floor sweeps is separated from the dust and no grain is delivered with the dust to the final destination.

The merits of this system, if handled properly and systematically, are as follows: It catches the dust at the initial points; it keeps a clean elevator; it makes better conditions for the employees; it reduces the fire risk; it reduces the danger to life.

You will note from the above description that the system is so connected as to take the dust at the initial points throughout the elevator from which the dust arises. Any partial system—such as dust separators connected with grain cleaning machinery, or a suction fan with a sweeper system is not a complete dust collecting system and does not give the full benefits of one.

You will notice that we have limited the territory in which these systems have been installed mainly to the middle west and south. The reason for this is that



Bossemeyer Bros.' Elevator at Kackley, Kan., with Side Burst Out by Heavy Load of Wheat.

there have been influences at work in Chicago and the eastern portion of our country that have practically prohibited installing such a system in their elevators. The Grain Exchanges in some of the cities within this territory are responsible for this situation, for they have refused to permit dust collecting systems in public grain store houses because they claimed that more or less grain was taken into the system at the expense of the owner of the said grain.

If the system is properly installed and operated, there is no basis of fact for this claim. Several years ago a bill was introduced in the Minnesota legislature prohibiting the operating of dust collecting systems in grain terminal houses because the claim was made that it robbed the farmers of their grain. The legislative committee to which this bill was referred made a thoro examination of elevators in Minneapolis in which systems were in operation and the result was they brot in a report to the effect that the system did not rob the shipper of grain and instead of condemning, they highly recommended the system for its merits.

We want to call attention to the following significant facts: First. All of the explosions of recent years in grain elevators, so far as we know, have been either in the vicinity of Chicago or throughout the east, in the territory where the said rulings of the Grain Exchanges have been in existence.

Second. To our knowledge, there has never been a fire resulting in an explosion in any elevator equipped with a complete dust collecting system of our installing.—Yours very truly, The Day Company, By H. L. Day, President.

WANTS ECONOMICAL ROOF.

Grain Dealers Journal: Can readers of the Journal give us any information in regard to the most economical roof for country elevators? We have found prepared roofing to be unsatisfactory and are now trying out a galvanized iron shingle roof, one which is galvanized after being laid. We are afraid, however, that this will require painting after a few years, which, of course, is expensive. We wud like to find a satisfactory and economical roofing material.—K. E. Humphrey, mgr., El Reno Mill & Elevator Co., El Reno, Okla.

STORING GRAIN.

Sec'y Chas. B. Riley of the Indiana Grain Dealers Ass'n is not the only Riley of Hoosierdom who believes in the force of verse. Recently as a consolation to members, who will regretfully discontinue the storing of grain because of the rigorous regulation provided by the Shively-Spencer Utility Act, he sent out a poem from which we quote the following verses applicable to grain dealers everywhere:

STORING GRAIN.

"Forty years of storing
On the same old plan;
Forty years of snoring
By the same 'old man.'

"The same old building
In the same old lot;
Storing grain every year
In the same old spot.

"The same old books
Kept the same old way;
The same 'tired looks'
On balance day.

"Forty years and storing still,
Forty years of kindness lost;
Forty years of profit 'nil,'
Forty years, Oh! count the cost."

R. B. SCHNEIDER DEAD.

Rudolph B. Schneider, the well known Nebraska grain man, died unexpectedly the morning of July 26 while driving his automobile thru the strets of Fremont, Neb. The immediate cause of his death was heart failure, but he had been suffering for several months from acute indigestion and was on the way to the doctor's office at the time of his death.

Mr. Schneider was treasurer of the Nye-Schneider-Fowler Co., and was also president of the Nye & Jenks Grain Co. of Chicago, and interested in the Rialto Elevator Co. of Milwaukee. He was president of the Grain Dealers National Ass'n in 1904. Mr. Schneider was also a stockholder in almost every large concern in Fremont.

Mr. Schneider played an important role in both national and local politics. His foresightedness and shrewdness made him prominent in party councils. Never seeking office for himself or personal fame, he worked persistently for the good of his party and the advancement of his political ideals.

Mr. Schneider was born at Beardstown, Ill., Feb. 25, 1853. At the age of fifteen he left home and two years later came to Fremont. After living there for a year, he returned to Illinois and engaged in farming for five years. In 1877 he returned to Fremont and entered the employ of W. R. Wilson, who was engaged in the grain business. Six years later the firm of W. R. Wilson & Co. was organized, and Mr. Schneider was taken into the firm. In 1887 the firm name was changed to Nye, Wilson, Morehouse Co., and Mr. Schneider became one of the directors. Later he became secretary-treasurer and the firm name was changed to

Nye-Schneider-Fowler Co. During the past few years Mr. Schneider had gradually withdrawn from business and devoted more and more of his time to his farm, but he nevertheless made it a practice to go to the office daily.

Funeral services were held July 28. A special train from Omaha carried a number of prominent grain men, railroad men and politicians, as Mr. Schneider was as well known in Omaha as he was in his home city. From 2:30 to 4 o'clock the afternoon of his funeral, the banks and most of the business houses of Fremont were closed in his honor—an unusual mark of respect.

Mr. Schneider climbed from the humble origin of a poor farmer's boy to an honorable position as a wealthy and respected business man solely on the strength of his ability and industry. His first position in Fremont was that of a grocer's clerk; at the time of his death, railway presidents, newspaper editors and political leaders were proud to claim his friendship. An engraving of Mr. Schneider is given herewith.

THE EFFECT of feeding sulfured oats and more or less spoilt grain to cattle and horses has been the subject of study and experimentation on the part of the U. S. Department of Agriculture; and it has decided that such feedingstuffs do not affect the quality of the meat in beef cattle, but they do not produce the gains that sound grain will produce, and that the use of such inferior grain is therefore uneconomical. Horses fed on treated oats and heated corn do not maintain their weight and strength. The Department is expected soon to publish a bulletin giving a detailed account of these tests.



R. B. Schneider, Fremont, Neb., Deceased.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man.—The Manitoba Dept. of Agriculture estimates the wheat crop of the province at 65,000,000 bus., against 58,434,000 bus. last year.

Dafoe, Sask., Aug. 9.—Beginning to cut barley, good yield. Wheat making 40 bus. per acre and will begin to cut about Aug. 20, which is the earliest date we have ever begun to cut wheat. We will have good crop unless early frost comes.—Wm. Werner, National Elvtr. Co.

IDAHO.

Sweetwater, Ida., July 26.—Harvest and threshing in full blast; barley 50 to 70 bus. per acre; wheat, 35 to 50, good quality. Receipts of grain at this and Lapwai station are light; by Aug. 1 expect to be receiving 2,500 to 4,000 sacks of grain per day. The first car of barley was shipped from Fort Lapwai station by the J. Alexander Co., July 23; and by the Vollmer-Clearwater Co. from Sweetwater, July 24.—Peter Muench.

ILLINOIS.

Maple Park, Ill., July 24.—Threshing returns show 20 bus. per acre for oats.—Nelson & Fraser.

Green Valley, Ill., Aug. 6.—Corn may make one-third of a crop.—G. G. Waltmire, mgr. Farmers Grain & Coal Co.

Elliott, Ill., Aug. 6.—Oats crop very poor, yield 14-25 bus. Corn firing badly and some of it not in tassel.—J. S. Cameron.

Galesville, Ill., Aug. 6.—Threshing about all done. Oats of fair quality, some weighing 33 lbs.—C. O. Rice, mgr. Roy H. Jones & Co.

Paris, Ill., July 24.—Oats very light, 10 to 18 bus. per acre. We are hoping that the rain we are having now will benefit corn.—Rudy & Co.

Walnut, Ill., Aug. 9.—Oats, 25 bus.; wheat, 18 bus. per acre; corn very much in need of rain.—S. P. Cunningham, agt. Walnut Grain Co.

Forrest, Ill., Aug. 6.—Oats will average 30 bus. Early corn is good; late corn is hurt by the drought and needs rain badly. Clover looks favorable at present.—H. Wendel.

Baker, Leland p. o., Ill., July 30.—Some new oats received yesterday at our elevator; weighed 33 lbs. Rain needed very much for the corn.—L. B. Johnson, mgr. Farley's Elvtr.

Paw Paw, Ill., June 25.—Corn as good as last year, good stand and color. Oats two-thirds of last year's crop. 25% old corn and oats well cleaned up.—F. E. Guffin, Warner & Guffin.

Emery, Ill., Aug. 6.—Wheat turned out 20-40 bus. per acre; oats 15-40 bus. Corn needs rain badly, but will make a good crop yet if get rain in time. Threshing all over this week.—R. E.

Morris, Ill., Aug. 8.—Have had some good rains the last few days and will have a fairly good crop of corn. Oats a half crop but of good quality.—J. H. Schumacher, mgr. Farmers Square Deal Grain Co.

Fidelity, Ill., Aug. 6.—Wheat good; almost all of it No. 2 at Chicago. Farmers selling freely, but keeping some back to feed on account of poor corn prospects. Corn looks bad; early corn fired almost to ears and late corn curls up every day. No old corn in farmers' hands; are shipping in for feed.—J. T. Darnielle.

Fall Creek, Payson p. o., Ill., Aug. 6.—Corn needs rain badly; wheat yield good. Threshing all done except what was stacked. Clover seed turning out from 2 to 5 bus. per acre and a large acreage to be hulled. No rain for six weeks. Farmers holding corn for next year's seeding and wheat for higher prices.—Robert Hood, for J. E. Hood & Co.

Farmington, Ill., Aug. 6.—Weather continues hot and dry; have had no rain for five weeks. Corn will not make more than half a crop and will have to get rain soon to make that. Little wheat grown in this vicinity; yield 20-35 bus.; quality good. Oats making 20-45 bus.; quality fairly good.—W. I. Jackson, mgr. Farmington Lbr. & Grain Co.

Esmond, Ill., Aug. 5.—Oats average 55 bus. Good prospects for corn if we get rain. Had a nice shower on the 5th.—Great Western Grain Co.

INDIANA.

Lowell, Ind., July 31.—Just beginning to thresh new oats; average 30 bus. of fair weight.—C. E. Nichols & Co.

Frankfort, Ind., July 26.—Wheat of fine quality and good yield. Too dry for corn. Oats half a crop, yield 15-25 bus.—J. R. Beach & Son.

Fulton, Ind., July 24.—Wheat is of fine quality and yield good but acreage small. Oats will be poor. Corn never looked better at this season of the year. Plenty of moisture so far.—A. D. Toner.

Homer, Ind., Aug. 7.—Wheat of fine quality and good yield. Oats poor; rye not extra quality. Corn affected some by dry weather, but prospects are for a good crop. Clover acreage short.—E. A. Jarrett.

Evansville, Ind., Aug. 6.—Corn needs rain badly. Unless we have rain soon, will get hardly half a crop. Hay almost an entire failure in southern Indiana and northern Kentucky. Wheat threshing about over and yield 15-25 bus.—Evansville Hay & Grain Co.

Greentown, Ind., Aug. 6.—Wheat threshing all done. Farmers sold freely. Wheat averages 20-30 bus. Oats threshing one-half done; crop making 35-40 bus. Never had such a good prospect for corn as this year. A large acreage of wheat will be sown.—John Halliday & Son.

IOWA.

Carnes, Ia., Aug. 4.—Small grain crop medium. Outlook for corn crop good.—F. W. Weenink.

Tama, Ia., July 24.—Oats crop above an average. Prospects for corn perfect. Hay crop 125% of normal.—O. P. Beale & Co.

Hansel, Ia., Aug. 6.—Need rain for the corn. Not much old corn on hand; some oats back. Threshing will soon be done.—S. H. C.

Panora, Ia., Aug. 9.—Continued drouth in this section has reduced the yield of corn very materially. Hay and oats crop good.—W. E. Eaton, mgr. Farmers Elvtr. Co.

Minburn, Ia., Aug. 9.—Crops are good, best yield of wheat 50 bus. Threshing nearly done. Corn badly in need of a good rain.—L. W. Sill, mgr. Farmers Elvtr. Co.

Little Rock, Ia., Aug. 7.—We have an average crop. Corn will be big with rains as needed. Oats good quality, fair yield, average 35 to 40 bus.—W. O. Kingery, mgr. Farmers Elvtr. Co.

Rock Valley, Ia., Aug. 4.—Good rain wud insure corn crop; needed badly. Heard they had rain from Canton south to Sioux City last night. Small grain all cut and in shock.—P. A. Cummings.

Guthrie Center, Ia., July 23.—No threshing being done here yet. Fall wheat good quality and yield about 30-35 bus. Oats all harvested, yield 35-40 bus. Corn prospect good but needs rain.—S. C. Compton.

Cedar Rapids, Ia., July 29.—Oats crop light yielding about 35 bus., testing 31 lbs. Barley will average about 20 bus., good quality, acreage is 10% greater than last year.—C. S. King, Pres., King-Wilder Grain Co.

Hartley, Ia., Aug. 6.—Crops are fair. Oats 60% of last year; yield from 6 to 75 bu. per acre. Corn looks fine but we need rain to make a crop; bottom leaves are turning brown. Barley going from 8 to 75 bu.—C. H. Betts.

Gaza, Ia., Aug. 8.—Oats here are good quality; prospects for corn cud not be better.—M. O. Hocum.

Des Moines, Ia.—Wheat yielding about 30 bus. good quality. Oats yield fair, testing 24 to 28 lbs. Corn needs rain badly. Considerable wheat moving but very little corn coming to market.—Lee Lockwood of B. A. Lockwood Grain Co.

Sioux City, Ia., July 24.—Winter wheat yielding 20 to 28 bus. spring wheat yield about 14 bus. Oats yield from 20 to 30 bus. per acre. Corn looking good, fine stand and seed used was of the best quality.—E. A. Fields of Fields & Slaughter.

Cedar Rapids, Ia., July 29.—Corn is damaged some, late corn isn't growing as it ought to and early corn needs moisture to fill good, acreage is the same as usual, 25% of the corn back in farmers hands.—I. E. Jackson, Pres. Jackson Grain Co.

Cushing, Ia., July 24.—Oats look very short but think will be of fair quality. What little barley has survived does not amount to much. Corn looking fine, nearly all showing tassels. We had a nice shower here the night before last.—C. E. Lowry & Sons.

Marshalltown, Ia., July 28.—Wheat being threshed now, yielding from 18 to 32 bus., testing 60 to 63 lbs. Oats about two-thirds of a crop, will yield from 40 to 45 bus., corn in good condition, but needs rain soon to insure good crop, acreage about the same as last year, not over 10% of the corn and oats still in farmers hands. E. L. Billings, of Bowles & Billings Grain Co.

Des Moines, Ia., Aug. 3.—The week was hot and dry; the temperature being up to or above 100 degrees on two days, and the rainfall was almost inappreciable, there being only a few light and widely scattered showers. All vegetation is badly in need of rain. Pastures and potatoes have been seriously injured, but corn on good soil is holding its own remarkably well, and nearly all of it in the northern half of the state is still in good condition. In the southern counties, where there has been little or no rain since June 25, corn has been damaged, but reports as to the amount of injury done are conflicting. Some claim that if rain comes soon there will have been little or no damage, while others say that there will not be more than half of a crop regardless of future condition. An average of about 1,000 reports indicates that there was a loss of only four points in condition of corn in the state between July 1 and Aug. 1. On Aug. 1 the average condition of corn was placed at 89%; pastures, 86%; potatoes, 75 and flax, 88%. Preliminary returns from threshermen show the following average yields; winter wheat, 24 bus. per acre; spring wheat, 17; oats, 34; barley, 26; rye, 18. If these averages are maintained by final reports the total yields for the state will be about as follows: Winter wheat, 12,000,000 bus., spring wheat, 6,200,000; oats, 163,000,000; barley, 9,500,000; rye, 1,200,000 bus.—Geo. M. Chap- pel director Iowa Western Bureau.

KANSAS.

Silica, Kan., Aug. 2.—Crops are short here.—Thos. C. Anderson, agt. Wolf Milling Co.

Codell, Kan., July 25.—Wheat is of good quality, but the yield averages only 7 to 8 bus.—C. T. Husted.

Crisfield, Kan., Aug. 8.—Corn is almost a failure; most of the wheat is poor; oats are the poorest I have ever seen.—A. S. Newel.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for September delivery at the following markets for the past two weeks have been as follows:

SEPTEMBER WHEAT.													
	July	July	July	July	July	July	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.
	25.	26.	28.	29.	30.	31.	1.	2.	4.	5.	6.	7.	8.
Chicago ...	86½	86½	86	86½	85½	85½	87½	88	87½	86½	86½	86½	85½
Mnpls.	87½	87½	86½	87½	86½	86½	87½	87½	87½	86½	87½	87½	86½
Duluth ...	89	89½	88½	89	88½	88½	89½	89½	89	88	88½	88½	88½
St. Louis ...	84½	84½	84	84½	84½	84½	85½	86½	86½	85½	86½	85½	85½
Kan. City ...	80½	80½	80½	81½	80½	80½	81½	82½	82½	81½	82½	81½	81½
Milwaukee ...	86½	86½	86	86½	86	86	87½	88½	87½	86½	86½	86½	86
Toledo ...	88½	89	89	89½	88½	89	90½	90½	90½	89	89½	89½	88½
New York ...	94½	94½	94½	94½	94½	94½	95	95½	95½	94½	94½	94½	93½
Baltimore ...	90½	90½	89½	90½	90	90½	91½	92½	91½	90½	90½	90½	90½
*Winnipeg ...	90½	90½	90½	90½	90½	90½	90½	91	91	90½	90½	90½	90½
*Liverpool ...	104½	104½	104	103½	103½	103½	103½	103½	103½	103½	102½	102½	102½
*Budapest ...	127½	126½	125½	126½	126½	126½	126½	126½	126½	125½	125½	126½	126½
SEPTEMBER CORN.													
	July	July	July	July	July	July	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.	Aug.
	61½	62½	63½	65½	65½	65½	68½	69½	69½	69½	70½	70½	72
Chicago ...	61½	62½	63½	65½	65½	65½	68½	69½	69½	69½	70½	70½	72
Kan. City ...	62½	63½	64½	67	67½	68	70½	72½	72½	72½	74½	74½	75½
St. Louis ...	62½	63½	64½	66½	66½	67	69½	70½	71	70½	72	72½	73½
†Baltimore ...	67½	68	68½	...	...	...	...	...	...	...	...	...	...
Liverpool ...	65½	66½	66½	66½	66½	66½	66	...	...	66½	66½	66½	66½

*October delivery. †July delivery.

Mahaska, Kan., Aug. 1.—Corn a failure; wheat not over half as good as last year. No rain since May.—G. E. Vinings.

Cheney, Kan., July 24.—Over 50% of the wheat has been marketed. Corn a failure.—R. Lowe, mgr. Cheney Grain Co.

Clafin, Kan., July 23.—Wheat very poor, averaging 6 bus. Crop is of good quality, however. Corn killed by drouth.—B. F. Butler, mgr. Clafin Gr. F. & S. Co.

Jamestown, Kan., Aug. 4.—Dry and hot, no corn here; all elevators full of wheat with only occasionally a car to load. Rain can not help corn, but will help all kinds of grass.—T. C. Hahn.

Darlow, Kan., Aug. 7.—Wheat threshing in this vicinity is about over; good crop. Oats only about 25% of a crop. Corn a total failure in southwestern Kansas. A chance yet for kafir if we can get an occasional shower.—O. Freese, for Wm. Kelly Mlg. Co.

MICHIGAN.

Horton, Mich., Aug. 2.—Wheat of good quality, average 10 bus. per acre. Rye and oats of good quality. Corn in bad condition; cut short by drouth.—Eddy & Son.

Lansing, Mich., Aug. 1.—Average yield of wheat estimated 15.05 bus. of a crop. Oats 29.20 bus. Condition of corn 87%.—Frederick C. Martindale, sec'y of state.

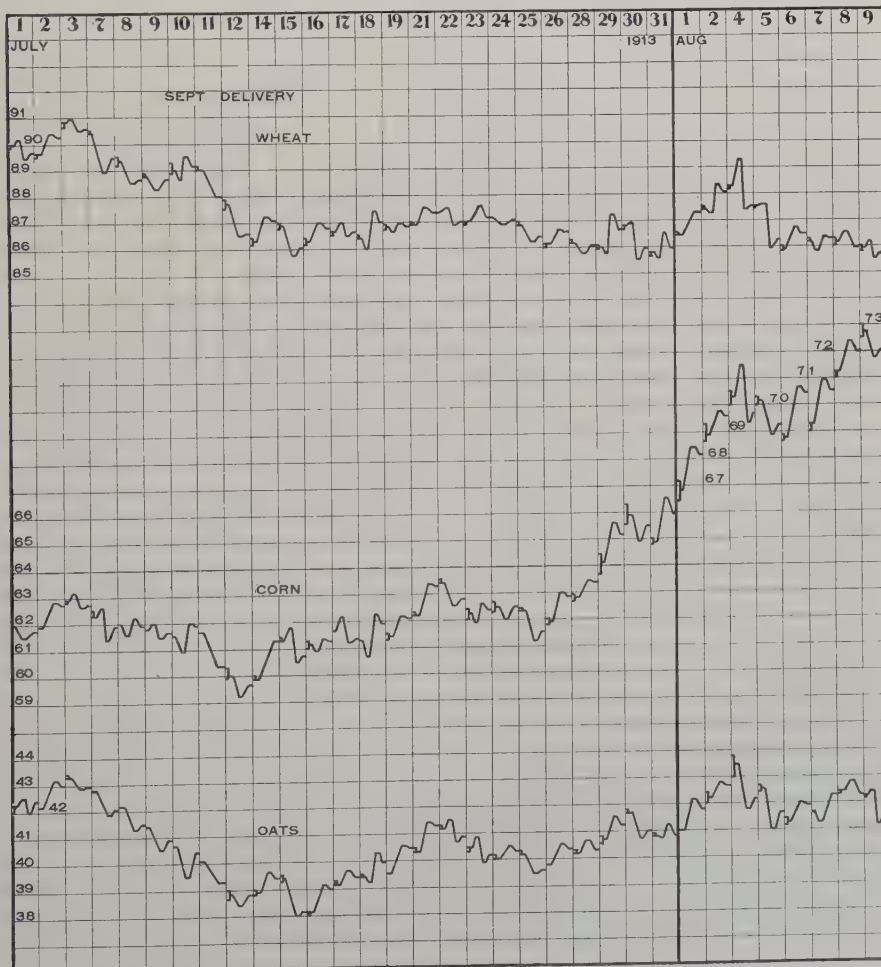
MINNESOTA.

New Prague, Minn., July 7.—Crops indicate better yields than last year. Wheat will give heavier yield and better quality; barley about the same. All grain stacked; some threshing of shocks. Corn looks fine; oats only about half a crop.—Wrabek & Co., per Jos. Wrabek.

Odessa, Minn., Aug. 8.—New grain is moving and is of good quality.—Guy Eddy, mgr., Farmers Elvtr. Co.

Chicago Futures

Opening, high, low and close on wheat, corn and oats for September delivery during July and part of August are given on the chart herewith.



Minneapolis, Minn., Aug. 7.—Dry weather has prevailed over North Dakota during the past weeks. The days have been hot, which has caused wheat, barley and oats to ripen too fast, and some damage has been done to the late sown grain. In the south and east portions of the state harvesting has started in wheat and barley, and will be general next week. South Dakota and Minnesota have harvested practically all their barley and oats, and wheat is more than half cut. In the James River Valley and west, corn is turning fast and has deteriorated to some extent.—The Van Dusen-Harrington Co.

MISSOURI.

LaRussell, Mo., Aug. 6.—Wheat yield best for years; quality extra good. Old wheat all out of farmers' hands; but they are not selling new crop very fast. Oats nothing extra. Acreage of wheat 90% of last year. Corn is still green but needs rain and at best will cut short. Pastures are all dried up and many farmers expect to feed a great deal of wheat. Clover for the early harvest was the best ever known.—E. L. Wormington.

MONTANA.

Chinook, Mont., Aug. 7.—Crops will be rather light out here.—E. O. Nelson.

Judith Gap, Mont., Aug. 2.—Crops looking good; acreage much larger than last year.—A. C. Dyer, mgr. Farmers Elvtr.

NEBRASKA.

Sunol, Neb., Aug. 5.—Crops in this part of Nebraska will not be as good as last year.—L. F. De Mers.

Silver, Creek, Neb., Aug. 6.—Oats a fair crop; corn cut short by the dry weather.—J. C. Read, agt., T. B. Hord Grain Co.

Genoa, Neb., July 27.—Wheat is yielding 30 to 35 bus. per acre. Oats 40 to 60 bus. per acre. Corn looks fine, but needs rain.—Geo. A. Haag.

Fairfield, Neb., Aug. 2.—At least one-third of wheat marketed, good quality. No corn will be sold; will have to ship in this year.—O. L. Campbell, agt. E. Stockham.

Stromsburg, Neb., Aug. 7.—Wheat made good yield, 30 bus. for Polk County. Oats best in years. Corn in bad shape; too dry, must have rain soon or crop will be complete failure.—J. E. Pelton, agt. T. B. Hord Grain Co.

Rulo, Neb., July 18.—Wheat crop here going from 25 to 45 bus. per acre. Prospects for corn have been promising until the last few days; hot winds have damaged it very badly.—J. J. Shannon, agt. Central Granaries Co.

Spalding, Neb., Aug. 5.—Wheat producing about 23 bus. Oats about 30 bus. If we get plenty of rain from now on, corn will make a half crop. Have had a few local showers lately but no general rains.—Spalding Elvtr. Co.

Sprague, Neb., Aug. 7.—Wheat crop 90%; 20 to 35 bu. per acre; quality good. Corn badly damaged for want of rain; some fields totally burned up. Some low land corn and late planting will make one-half crop perhaps if it rains.—A. J. McClain, mgr. Farmers Grain & Lumber Co.

Beatrice, Neb., Aug. 9.—Our wheat and oat crop was very good and the wheat has moved out very freely. Should say about 50% of the wheat has been marketed, but farmers are not selling their oats as it is very dry. Our corn is about ruined and no rain in sight yet.—H. H. Norcross.

Moorefield, Neb.—Not since 1894 has corn been so badly damaged. Returning from Fulton County, Ill., Aug. 4, I saw corn a failure all along the line. North of this line conditions are better. In Nebraska the south half was blessed with good wheat, but corn was cooked. Rain is needed to put any weight into corn in the north half of Nebraska.—James Pearson.

NEW YORK.

Baldwinsville, N. Y., Aug. 8.—We have a fair crop of wheat and oats is of fair quality. Corn needs rain.—Mercer Milling Co.

Arcade, N. Y., July 22.—Getting very dry, which is hard on new seeding. Oat crop not improving very much and indications are for a comparatively light crop. Corn rather backward; needs rain and warmer weather.—O. T. Wilson, sec'y-treas. The Wilson Land & Grain Co.

Buffalo, N. Y., July 31.—In a 600-mile automobile trip thru eastern and central Indiana, northern and western Ohio I find that oats will make a half crop. The corn condition is good but a third of it is at least two weeks behind time. General conditions point to a good corn crop.—Harry Burns, with Burns Grain Co.

NORTH DAKOTA.

Binford, N. D., Aug. 7.—Crops here light—too dry and hot.—Farmers Elvtr. Co.

Bloom, N. D., Aug. 6.—Crops in this vicinity are good; 75% of last year.—Star Elvtr. Co.

Bartlett, N. D., Aug. 7.—Grain crops here average with the rest of the state.—A. M. Pepoon, prop. Bartlett Independent Elvtr.

Maza, N. D., Aug. 4.—Crops poor, wheat 7 bus. to the acre, oats and barley about 10 bus.—O. J. Hanson, agt. St. Anthony & Dakota Elvtr. Co.

Blanchard, N. D., Aug. 7.—Owing to extreme drouth during June and July, crops are below the average. The threshing of rye is completed with a light crop. The cutting of wheat began Aug. 5 and will be completed by Aug. 20; the threshing season will be short owing to light crop of straw.—J. B. Coyle, agt. Northwestern Elvtr. Co.

OHIO.

Luckey, O., July 29.—Corn fine; oats, 40 bus.; wheat fine.—Luckey Elvtr. Co.

Weston, O., July 26.—Oats averaging 40 bus. per acre. Corn is extra fine.—J. V. Dirk.

Agosta, O., July 29.—Oats fair making 35-40 bus. Corn good.—Charles O. Barnthouse.

Curtice, O., July 29.—Corn fine and tasseling. Oats average 40 bus. per acre.—H. G. Dehring.

Oak Harbor, O., July 29.—Corn good but needs rain. Oats making 40 bus. per acre.—J. Fritsche.

Luckey, O., July 29.—Corn fine. Oats 40 bus. per acre.—C. C. Martin, Mgr. Luckey Elvtr. Co.

Defiance, O., July 29.—Corn good, oats making half crop.—J. D. Spangler, Mgr. Farmers Grain Co.

Urbana, O., Aug. 6.—Oats making 20 bus. per acre. Wheat 25 to 30 bus. per acre.—Beatley & Co.

Belmore, O.—Oats making two-thirds crop. Corn extra fine.—J. P. Hardwick, mgr. G. O. Cruikshank.

Bellefontaine, O., Aug. 6.—Corn fine. Oats crop light. Wheat fine, 25 to 35 bus. per acre.—Colton Bros.

Custar, O., July 26.—Corn fine. Oats one-half crop; will average about 30 bus. per acre.—Krohn & Deckrosh.

Middle Point, O., July 24.—Oats will make about ¼ crop. Corn extra fine and rye fairly good.—H. G. Pollock.

Milton Center, O., July 26.—Oats will make 60% of a normal crop. Corn fine.—P. Garrison, mgr. Garrison Grain Co.

Columbus Grove, O., July 25.—Oats making ½ crop. Corn fine. Wheat good but acreage small.—Columbus Grove Grain Co.

Springfield, O., Aug. 6.—Corn needs rain. Late corn will not make good crop. Oats making 20 bus. per acre.—W. E. Tuttle & Co.

Deshler, O., July 26.—Oats making ½ crop. Corn fine. Wheat and rye acreage small.—J. N. Cain, mgr. Farmers Grain Co.

Sidney, O., July 29.—Corn good. Wheat all thrashed, acreage was small. Oats making 30 bus. per acre.—E. T. Cusenbolder.

Van Wert, O., July 24.—Oats ½ crop. Corn good. Practically no wheat raised. Rye two-thirds crop.—Iretton Bros. & Eikenberry Co.

Elida, O., July 25.—Oats ¼ crop. Wheat good but acreage small. Rye acreage big, but yielding only 12 bus. per acre.—Elida Elvtr. Co.

Wengerlawn, O., Aug. 7.—Grain crops which have been harvested so far are pretty good; balance looks favorable.—J. B. Wismer.

Conroy, O.—Corn and wheat good. Oats two-thirds crop. About 10% old corn left in farmers' hands.—J. A. Dressel, mgr. Niezer & Co.

Eaton, O., Aug. 7.—Corn good but hurt by drouth. This not oats country. Wheat good, 20 bus. per acre.—H. C. Robinson, Mgr. Eaton Mfg. Co.

Waynesfield, O., Aug. 6.—Oats poor, 20 bus. per acre; corn hurt some by drouth; wheat good, 30 bus. per acre.—J. E. Smith Mgr. Waynesfield Grain Co.

Delphos, O., July 25.—Oats making ½ crop and corn crop best I ever saw. Rye and barley crop light. Wheat making 12 to 15 bus. per acre.—L. C. Allinger.

Chicago Junction, O., July 29.—Oats making 40 bus. per acre. Wheat quality fine, making 25 bus. Corn fine but mostly fed here.—Chicago Junction Roller Mills.

Vickery, O., Aug. 5.—Barley ½ crop. Oats 30 bus. per acre. Corn looks like average crop; about 10% of old corn left in farmers' hands.—Vickery Grain Co.

Castalia, O., Aug. 5.—Wheat fair, making 20 to 30 bus. to the acre. Oats light, about 32 bus. per acre. Corn fair and has suffered from drouth.—John H. Parker.

West Alexander, O., Aug. 7.—Oats poor, 20 bus. per acre. Corn fine, needs rain. Wheat fine, 28 bus. per acre. About 10% old corn left in farmers' hands.—Chas. A. Rinck.

Dixon, O.—Wheat making 25 bus. per acre. Rye crop best ever raised. Corn fine. About 15% old corn left in farmers' hands. Oats making ½ crop.—E. C. Marshall, mgr. Dixon Grain Co.

West Liberty, O., Aug. 6.—Corn needs rain, but still looks good. Oats short making 25 bus. per acre. Wheat good making 25 bus. per acre. 10% old corn left in farmers' hands.—Elliot & Funk.

OKLAHOMA.

Miami, Okla., July 23.—Wheat is good yield and quality here this year. Oats is also good but the corn and hay crops are burning up as we have had no rain for some time.—G. W. Niceley.

Muskogee, Okla., July 30.—The corn crop in this section is so near a failure this season that most elvtrs. will be idle property this fall as far as shipping out is concerned. The hay crop is only half a yield and the corn crop is next to nothing. This applies to several of these Eastern Oklahoma counties.—H. Waldo.

Oklahoma City, Okla., Aug. 4.—Weather continues hot and dry. Rain badly needed to prepare soil for wheat sowing. Farmers are working in fields, however, regardless of dry conditions. I anticipate one of the largest acreages of wheat ever sown in Oklahoma this fall providing we get the needed moisture.—C. F. Prouty, sec'y-treas., Grain Dealers Ass'n of Okla.

OREGON.

Redmond, Ore., July 21.—Grain in this part of Oregon is not looking very good on account of the cold dry spring and we have been having hot winds for the past three days.—C. H. Miller, mgr. Redmond Union Whse. Co.

PENNSYLVANIA.

Hummelstown, Pa., Aug. 7.—Wheat crop heavy and of A-1 quality. Corn crop was

in danger but was saved by a good soaking rain.—Jos. Burkholder.

SOUTH DAKOTA.

Canton, S. D., Aug. 6.—Oats making 40 to 50 bu. of good quality and big prospects for corn.

Dell Rapids, S. D., July 23.—Crops are very good in this locality. Barley is in the shock. Oat harvest has commenced.—Wm. G. Milne.

Huffman, S. D., Aug. 2.—Harvesting on in full blast. Heads are well filled. Expect an average of 12 bu. per acre. Flax looking good. Corn looking excellent.—Elmer Heitman, agt. Cargill Elvtr. Co.

Raymond, S. D., Aug. 4.—On account of dry weather crops in the territory adjacent to this station will be about a half crop. Corn looking fine and will make a fine crop.—J. S. Foster, agt. G. W. Van Dusen Co.

Dell Rapids, S. D., July 23.—We are harvesting largest and best crop of small grain this county ever produced. Oats will make 70-90 bus.; wheat 25-35 bus., barley 35-50 bus. Quality good. Corn prospects are for a bumper crop.—J. R. Gellatly, agt., Fields & Slaughter Co.

Trent, S. D., Aug. 2.—First grain of this crop in today. Oats, quality fair, weight heavy, yield fair. Small grain crop taken altogether not so good as last year. Corn looking fine. A hailstorm did some damage in streaks in this section, but on the whole everything looks prosperous.—A. J. Sinclair, mgr. Farmers Elvtr. of Roy H. Underwood.

WASHINGTON.

Spokane, Wash., July 31.—Crops all thru this section all that could be asked. Wheat testing exceptionally high from 61 to 63 ½.—E. W. Swanson, mgr. Union Flour Mills.

Huntsville, Wash., Aug. 4.—Harvesting of winter wheat and barley well under way under generally favorable conditions. Wheat yield above the average, notwithstanding the lodging of large portions of it by local storms. Quality probably above the average; the kernels are good and plump with less smut than usual. Yield of barley fair but probably a little under last year. Pretty free from smut.—Corbett Bros.

WISCONSIN.

Marathon, Wis., Aug. 6.—Crops are all good. Winter wheat, rye and barley are all harvested; cutting oats at present, which is a good crop.—Henry Stanke.

Madison, Wis., July 1.—Average condition of winter wheat 92.3%, winter rye 96.6%, spring wheat 91.8%, spring rye 93.3%, barley 93%, oats 94%, corn 93.8%, and peas 94.1%. Acreage of buckwheat as compared with 1912 is 90.3%.—J. C. MacKenzie, sec'y. Wisconsin State Board of Agriculture.

GOVERNMENT CROP REPORT.

Washington, D. C., Aug. 9.—The U. S. Department of Agriculture reports the condition of crops Aug. 1 as follows:

Spring Wheat.

Spring wheat condition is placed at 74.1% of normal, compared with 73.8 last month, 90.4 last year, and 80.4, the average for 10 years. Indicated yield 12.5 bus., compared with 17.2 bus. last year, 9.4 bus. in 1911, and 13.3 bus., the average for the last five years. Total production is estimated at 233,000,000 bus., compared with 330,348,000 bus. last year, 190,682,000 bus. in 1911, 200,979,000 bus. in 1910, and 265,000,000 bus. in 1909.

Condition.

	Aug. 1.	July 1.	1912.	Ave'ge
	1913.	1912.	1911.	5 yr.
North Dakota.	68	70	94	77
Minnesota.	85	81	89	82
South Dakota.	65	60	85	80
Wash.	87	93	87	81
U. S.	74.1	73.8	90.4	80.4

Rye.

Rye acreage is estimated at 2,134,000 acres, compared with 2,097,000 acres last year, 2,127,000 acres in 1911, 2,185,000 acres in 1910 and 2,196,000 acres in 1909. Yield is placed at 16.3 bus., compared with 16.8 bus. last year and 16.2 bus., the five-year average. On this estimate total production is given at 35,000,000 bus., compared with 35,644,000 bus. last year, 33,119,000 bus. in 1911, 34,897,000 bus. in 1910, and 29,520,000 bus. in 1909. The quality of rye is 94%, compared with 91.5% last year and 92%, the ten-year average.

Winter Wheat.

Winter wheat yield per acre is estimated at 16.5 bus., compared with 15.1 bus. last year and 15.2 bus., the average for the last five years. Production is estimated at 511,000,000 bus., compared with 399,919,000 bus. last year, 430,656,000 bus. in 1911, 434,142,-

000 bus. in 1910, and 418,000,000 bus. in 1909. The quality of winter wheat is 93.7%, compared with 90.7% last year, 92% in 1911, and 92.2%, the five-year average.

	Yield per acre.	Total yield.*
	1913.	1912.
Kan.	13.0	15.5
Neb.	18.6	18.0
Mo.	17.0	12.5
Ill.	18.7	8.3
Ind.	18.5	8.0
Ohio	18.0	8.0
Okla.	10.0	12.8
Penn.	17.0	18.0
Wash.	27.0	27.6
Mich.	15.3	10.0
Ky.	12.6	10.0
Ore.	21.4	26.8
Calif.	14.0	17.0
U. S.	16.5	15.1
	510,519	399,919

*000's omitted.

Corn.

The condition of corn is 75.8% of normal, compared with 86.9% on July 1, 80% on Aug. 1, 1912, and 82.2%, the ten-year average on Aug. 1. Area planted, 106,884,000 acres, or 99.8% of last year's acreage. Indicated yield 25 bus. per acre, compared with 29.2 bus. last year and 28.5 bus., the five-year average. Estimated production, 2,672,000,000 bus., compared with 3,124,746,000 bus. last year, 2,531,488,000 bus. in 1911, 2,886,260,000 bus. in 1910, and 2,552,000,000 bus. in 1909.

Condition.

	Per cent of	Aug. 1.	July 1.	Aug. 1.	5-yr.
	U. S. area.	Aug. 1.	July 1.	1912.	av.
Ill.	9.9	72	83	79	83
Ia.	9.3	85	89	89	83
Neb.	7.1	67	91	79	81
Kan.	6.9	30	81	73	76
Mo.	6.9	70	85	81	80
Tex.	6.6	79	83	75	76
Okla.	4.8	44	87	65	73
Ind.	4.6	84	88	80	84
Ga.	3.8	87	91	75	88
Ohio	3.7	90	89	81	84
Ky.	3.4	72	90	83	86
Tenn.	3.1	77	88	81	87
Ala.	3.0	80	87	81	83
Miss.	3.0	85	85	79	84
N. C.	2.6	87	89	86	86
S. D.	2.5	92	93	83	85
Ark.	2.3	80	81	80	82
Minn.	2.2	95	91	73	82
S. C.	1.9	86	86	79	84
Va.	1.9	88	91	85	86
La.	1.8	88	87	81	84
Mich.	1.5	86	85	73	80
Wis.	1.5	90	89	81	81
Penn.	1.4	87	87	80	86
U. S.	100.0	75.8	86.9	80.0	82.2

Yields in the surplus corn states are estimated as follows (*000's omitted):

	1913.	1912.	1911.
Ohio	144,000	174,410	151,000
Indiana	165,000	199,364	175,000
Illinois	304,000	426,320	335,000
Iowa	332,000	432,021	305,000
Nebraska	189,000	182,616	156,000
Missouri	197,000	243,904	192,000
Kansas	76,000	174,225	126,000

Totals, bus. 1,407,000 1,832,860 1,440,000

Oats.

Oats showed a condition of 73.7% of normal, compared with 76.3% last month, 90.3% last year, and 81.5%, the average for ten years. Indicated yield is 26.8 bus., compared with 37.4 bus. last year and 29.7, the five-year average. Production is estimated at 1,028,000,000 bus., compared with 1,418,337,000 bus. last year, 922,298,000 bus. in 1911, 1,186,341,000 bus. in 1910, and 1,007,129,000 bus. in 1909. The amount of oats remaining on farms Aug. 1 is estimated at 103,900,000 bus., compared with 34,872,000 bus. last year, 67,793,000 bus. in 1911, and 64,199,000 bus. in 1910.

Barley.

Barley condition is 74.9% of normal, compared with 76.6% last month, 89.1% last year, and 83%, the ten-year average. Indicated yield 23.1 bus., compared with 29.7 bus. last year, and 24.5 bus., the five-year average. Production 168,000,000 bus., compared with 223,824,000 bus. last year, 160,240,000 bus. in 1911, 173,832,000 bus. in 1910, and 173,321,000 bus. in 1909.

THRU the efforts of J. C. F. Merrill, president of the Council of Grain Exchanges, and A. E. Reynolds of the Grain Dealers' National Ass'n, the Democratic caucus decided against the Cummins amendment taxing future trading in grain, and the amendment was dropped. Mr. Merrill and Mr. Reynolds made a special trip to Washington to enlighten Congress as to the great damage the amendment would do to the grain interests and the country at large.

THE URMSTON GRAIN CO.

The accompanying portraits are of two of Indiana's successful grain men.

LeRoy Urmston was born on a farm in Madison County near Frankton, Ind. Mr. Urmston married at an early age and has three children, two daughters and a son, the latter, Chessell W. Urmston, being now associated with him in business.

Mr. LeRoy Urmston engaged in the milling and grain business at Frankton in 1887 under the firm name of Finnell & Urmston. This business continued for two years, at which time A. G. Urmston, his father, bot out the Finnell interest, and the business continued under the firm name of A. G. Urmston & Son.

In 1894 the mill was burned and the milling business was discontinued, but an elevator was immediately built and the firm continued to prosper under the most severe competition until 1899, when the elevator was leased for one year to L. S. Sparks & Co. and the Urmston family took a vacation for a year in California.

Upon the return of the family from California on Jan. 1, 1900, Mr. A. G. Urmston decided not to re-enter the grain business. LeRoy Urmston formed a partnership with David King and conducted business under the name of D. King & Co. This partnership lasted 9 months. Mr. King has continued with the firm until the present. Mr. Urmston then took possession of the elevator and conducted the business under the name of Urmston Grain Co., which is the foundation of the present firm.

Business increased and three elevators were acquired. In 1907 business had increased to such an extent that it was deemed advisable to move the main office to Tipton, Ind., where Mr. Urmston wud be better able to manage his elevators and where he had better facilities for handling his track buying business.

The business grew by leaps and bounds and the firm is now doing business at 13 stations. The track buying end of the firm's business now extends over the Central and North Half of Indiana and over parts of Illinois, Michigan and Ohio.

This rapid increase called for better facilities for handling the firm's eastern business as shippers were asking to have the firm handle their consignments at Buffalo.

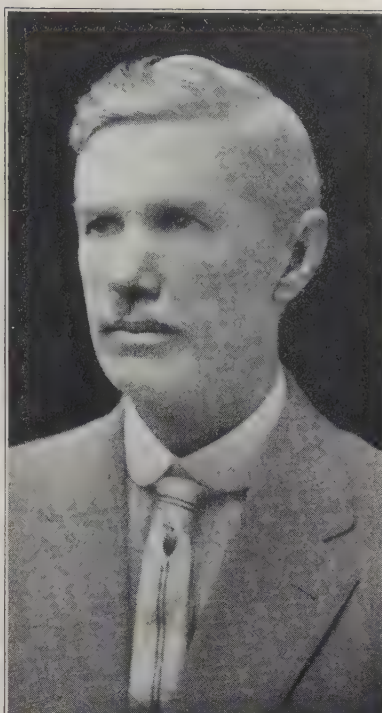
In accordance with this demand a Buffalo office was opened, with offices in 1101 Chamber of Commerce Bldg. The firm became a member of the Buffalo Corn Exchange and has been doing a nice business ever since opening the office.

The Buffalo office is under the direction of the Tipton office, which is also the headquarters for the buying and selling of all cash grain.

Mr. C. H. Williamson is in charge of the Buffalo office, and he with his many years of experience in the service of the R. R.'s is able to give consignments and shipments the benefits of this valuable experience.

Associated with Mr. Williamson are Mr. Walter Voss and Mr. Chessell W. Urmston. Mr. Voss was for a number of years floor manager for the Peavey Grain Co. in Buffalo and is able to give consignments special and expert attention.

Mr. Chessell W. Urmston has been associated with his father in the grain business for some time and has acquired a substantial interest in the business.



LeRoy Urmston, Tipton, Ind.

His country grain experience enables him to give all business entrusted to the firm careful and sympathetic attention.

The firm is doing a strictly commission business in Buffalo, making a specialty of consignments and meeting with well merited success.

Linden, Mich., Aug. 1.—Fine wheat crop; rye good, but acreage small; oats fair crop not yet secured; beans showing an excellent growth.—T. J. Winget & Son.



C. W. Urmston, Buffalo N. Y.

GOVERNMENT TO AID IN Financing Crop.

In order to facilitate the movement of the crops, Secretary of Treasury McAdoo has announced that he will distribute up to \$50,000,000 among the banks in the south and the west. As security for these loans, the government will accept prime commercial paper. This departure is causing considerable surprise among bankers, as heretofore the government has accepted only bonds as security for its deposits.

Commercial paper will be taken at 65 per cent of its face value, bonds other than government bonds at 75 per cent of their par value, and government bonds will be taken at par. Interest at not exceeding 2½ per cent will be charged. The banks will be required to return 15 per cent of the money in December, 30 per cent in January, 30 per cent in February and 25 per cent in March. The government places a further limitation that only banks which have taken out at least 40 per cent of their authorized circulation will be permitted to participate in this distribution. No explanation is offered as to why this restriction is made, but bankers say that it is a move on the part of the government to create a market for its 2 per cent bonds, which have suffered a heavy decrease in price within the last few months.

The Secretary of the Treasury states that the money will be deposited in two or three principal cities in each of the states where harvesting is now in progress.

A conference was held at Washington Aug. 7 between Secretary McAdoo and representatives of the clearing house ass'ns in 58 cities of the West, South and Pacific Coast, to discuss plans for distributing the government funds. Applications for money far exceeded the \$50,000,000 offered. New Orleans asked for \$5,000,000; Memphis and Chattanooga for \$4,000,000 each, Baltimore for \$3,000,000; and Mississippi for \$4,000,000. Texas bankers said that they wud need \$400,000,000 within the next ninety days to move their crop, and that while they wud be able to raise the money themselves, they cud use all the assistance the government might offer. Secretary McAdoo plans to give out \$20,000,000 during August and \$20,000,000 more during October, together with an additional \$10,000,000, if needed.

THE CURRENCY reform bill was approved by the com'ite on banking and currency of the House of Representatives Aug. 5, and it is believed that the bill will be passed by the House in its present form. Opposition to the measure is very strong in the Senate, however, and it seems certain that it will only pass that body with radical changes. Even in the house com'ite the opposition was very strong, and the bill received the com'ite approval by a majority of a single vote.

GRAIN BAGS will cost the farmer at least one cent more apiece if the tariff is passed in its present form, which places burlap and jute cloth on the free list and a 15% duty on grain bags, according to a protest sent to Congress by the Inland Grain Growers Ass'n and the Pendleton Commercial Ass'n of Oregon. It is argued that practically all of the bags made in this country are manufactured in the Walla Walla and San Quentin prisons, and that protection is therefore unnecessary. The Ass'ns further state that Oregon uses annually 8,000,000 grain bags.

N.-W. OHIO DEALERS AT Toledo.

The grain dealers of Northwestern Ohio held a conference in Toledo, July 29th.

The morning session in the Boody House was immediately adjourned until 1:30 so that those present might have the opportunity of attending the Perry Centennial Day boat races.

The afternoon session was held on Exchange floor of Produce Exchange and opened at 2 o'clock with S. L. Rice of Metamora presiding. Crop reports were first in order.

Fulton County.—Oats short, quality fair. Corn good. Wheat fine, acreage short.

Williams Co.—Hay good, but all clover mixed. Oats poor, about 25 bus.

Paulding Co.—Oats 40-50 bus. per acre some places, but average about 30-35 bus. Early corn good. Late corn may be frost-bitten. Wheat good and all threshed.

Wood Co.—Early corn good; late corn poor. Oats two-thirds crop.

Defiance Co.—Oats 50% of crop. Wheat fine, yield good, but acreage small. Corn about average.

Van Wert Co.—Oats half crop, about 20-25 bus. per acre. Wheat 25% of usual acreage. Corn fine where well cultivated. Barley crop light.

Noble Co.—Hay average crop. Rye and barley half crop. Corn fine but needs rain.

Putman Co.—Corn good. Oats 35 bus. per acre. Barley short. Wheat good but acreage small. Hay good.

Shelby Co.—Wheat 20-30 bus. per acre. Oats short and making 25 bus. Corn looks well but needs rain. Rye crop light. Hay good. Alsike failure. Clover poor.

Corners of Cook, Woodcock and Seneca Cos.—Hay good. Wheat acreage small. Rye and barley light. Medium clover good. Alsike crop failure.

Central and southern Ohio.—Wheat 20-35 bus. per acre, quality fine. Oats two-thirds crop. Corn never better. Hay badly mixed, hardly any clear timothy.

Ottawa Co.—Wheat acreage light, yield 22-40 bus. Hay heavy. Oats 23-30 bus. Rye 14-18 bus. Corn fine.

Huron Co.—Wheat 25-28 bus. Oats good but acreage short. Hay mixed, practically no timothy hay.

F. O. Paddock, Pres. of the Produce Exchange, in welcoming the dealers; said that he was mighty glad to welcome the Northwestern Ohio dealers to the city and expressed the hope that it might lead to better acquaintance and better methods. He said that it was the aim of the Toledo market to give the best possible service in the shortest possible time.

Mr. H. I. Shepherd, V.-P. Ohio Savings Bank & Trust Co. of Toledo, addressed the meeting on Co-operation, as follows:

Co-Operation.

The City of Toledo occupies a strategical position with reference to the business of the states of Ohio, Indiana, and Michigan, and the number of organizations meeting in the City, composed of business men of this territory, is constantly increasing. The City appreciates its relationship to this business, and to these men, and is endeavoring to co-operate to the mutual advantage of the City and the surrounding territory.

Within the last few years, some two thousand men in Toledo have organized for the sole purpose of co-operation. Men heretofore unused to working together; many of them unused to working at all for an unselfish public service. Organization has become a necessity of the day. Men can no longer confine their thoughts to their own shop, their own farm, their mill, or their store, for the reason that the world is constantly moving away from them. We must adapt ourselves to the new pace.

Competition is no longer merely individual. It has become territorial. One section of the country is pitted sometimes against the whole world in the marketing of its products. Two men in the same line of business in the same territory, each trying to tear down the other's business, are eliminating their territory from its share in the legitimate profits of their business, as well as discrediting the business in general. On the other hand, an attempt to take from the people of any territory an unjust profit, is a short sight-

ed business policy. It is this side of the question that is being dealt with by legislation.

Organization of producers and handlers is necessary to prevent waste and duplication. The line of demarcation between legitimate organized effort and illegitimate is not ascertained by statute. It must be ascertained by conscience. Conscience in business is the determining factor. When men in business organize to conscientiously serve the people affected, legislation will evidently declare the method legal. It is time for the conscientious men in business to control our business organization.

We get out of a thing exactly what we put into it. You can make of this association just what you desire. Your problems begin with the problems of the farmer, and end with the problems of the consumer. Both have been suspicious, but when both are intelligently informed upon the subjects with which you have to deal, both will co-operate.

Mr. Paddock: The railroad men are meeting today with our comite to discuss the order of the I. C. C. demanding that the discrimination against Toledo cease. If they will cease their discrimination Toledo will be put on the map. My ambition is to see that everything in the Toledo market be fair and square.

Sec. Riddle conducted a round table discussing prices being paid in the territory. It was finally decided that 3 cents on oats, 4 cents on corn and 4½ cents on wheat were satisfactory margins.

Mr. Riddle said further that in 1911 the average shipment from each elvtr. was 87,000 bushels and that last year the average shipment was 104,000 bus., the working capital invested was \$3,800 and the value of the property was \$7,400.

The storing of grain was discussed and judging by what we heard it is fair to conclude that a careful statement of the law will be beneficial.

The new seed law was discussed and it was readily apparent that a closer perusal of the law is needed.

Misleading market reports as given by Toledo, Cleveland and other papers were discussed. It was decided that the Toledo papers were doing all right but that all papers publishing Associated Press reports were not quoting the Toledo call, which is the basis for their price making in N.-W. Ohio.

E. L. Southworth: I think that the papers are doing all right and I suggest that Mr. Riddle tend to his own business.

It was finally decided that an effort be made to get the Associated Press to publish both the Toledo call and the Toledo cash.

It was then moved and seconded that the Produce Exchange be thanked for the use of the trading floor. The motion was unanimously adopted and the meeting adjourned.

CONVENTION NOTES.

The Seed Trade Reporting Bureau distributed Celluloid Covered note books.

H. M. Strauss & Co. handed out pencils.

C. Rupert & Sons of Newark, N. Y., distributed paper weights with little dice in them.

C. O. Garver had the job of representing the mutual insurance companies.

Joe McCaffrey, with Dan. McCaffrey's Sons Co., of Pittsburgh, altho alone did not look lonesome.

Chas. England & Co. of Baltimore were represented by E. H. Beers.

Albert McCullough came down from Cincinnati to see about the seed law.

Buffalo was represented by H. T. Burns of Burns Grain Co.; C. W. Urmoston of Urmoston Grain Co. and Dudley M. Irwin.

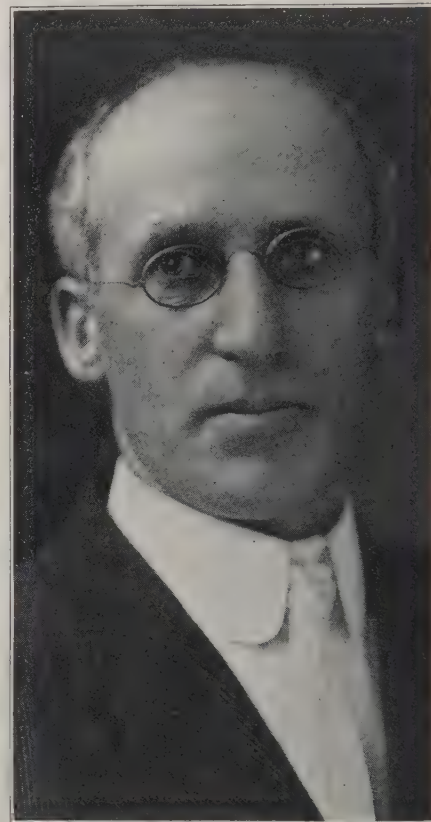
Among those in attendance from the state of Ohio were: C. O. Barnhouse, Agosta; I. E. Bonifield, Napoleon; C. M. Carpenter, Chicago Junction; E. T. Cusenbolder, Sidney; H. G. Dehring, Curt-

ice; F. H. and C. C. Fischer, Napoleon; J. R. Fritsche, Oak Harbor; Chas. Gramhausen, New Bremen; J. W. McCord, Columbus; J. L. Moloney, Hudson; A. J. Odenweller, Ottoville; J. D. Spangler, Defiance; W. R. Tabbert, Rocky Ridge; J. J. Thieroff, Sherwood, D. Yarnell, Napoleon, and S. L. Rice, Metamora.

MOSES ROTHSCHILD.

Chicago has a new grain receiving firm which start with long experience and a host of friends in the Western trade. It is none other than Moses Rothschild Company incorporated.

Mr. Rothschild was in the grain business at Davenport, Iowa, for 24 years. His firm operated country elevators in N. W. Iowa and S. W. Minnesota as well



Moses Rothschild, Chicago, Ill.

as a transfer and cleaning elevator at Davenport. He served the Iowa Grain Dealers Ass'n as director several years and was an active supporter of the National Ass'n and a member of the various exchanges.

The new company have taken offices in the Postal Telegraph Bldg. and will do a grain receiving business, giving special attention to handling consignments of barley.

Friends have joined with Mr. Rothschild in incorporating the new company and provided ample working capital for conducting the business. His many friends in the trade surely wish him unbounded success in his new venture.

THE BALTIMORE Maritime Exchange, which is operated by the Baltimore Chamber of Commerce, has arranged to report all aerograms for interested parties. This arrangement is made because many of the foreign ships calling at Baltimore are equipped with wireless telegraphy.

HOPPER-BOTTOMED GRAIN Car.

A hopper-bottomed grain car that dumps 50% of its load without shoveling and that is equipped with permanent grain doors has been invented by R. W. Burnett, general master car builder of the Canadian Pacific Ry. Two hundred of these cars are now in use on that railway and have proved a complete success.

The construction of the car is clearly shown in the two illustrations accompanying this article. Two steel hoppers are provided in the middle of the car floor at the doorways. The hoppers discharge outwardly, so that no change is required in the elevator receiving sinks. The car floor over the hoppers is hinged along the door sill. In the closed position it serves to cover up the hoppers and makes the car suitable for package freight. In the raised position it serves as a grain door. Short sections of Z-bars are applied on the inside of the door posts above the grain door so that additional boards can be laid across the car door in case a heavier loading is desired. By this arrangement the freight car is made suitable for all kinds of traffic, a great advantage in the eyes of the railroad man. The car is also a boon to the elevator man, as it is already furnished with grain doors of stout construction, quite in contrast with the make-shift doors now in use. The car can also be unloaded in one-third less time than the ordinary box car as over half of the grain will flow thru the hoppers by force of gravity. This saving in time and labor is an important advantage.

It shud be made clear that the hoppers do not interfere with the cars being used for miscellaneous freight. It is the same as any other box car except that between the doors the floor is stronger than in the ordinary car because of the reinforcement under the floor doors which fold up and form the grain door. No lumber is needed for grain doors and no time is lost in making the door grain

tight. The new car effects a saving for the railroad, the shipper and the unloader in that no delay occurs in loading or unloading and the car can be kept moving grain more of the time.

Elevator men are very enthusiastic about these cars. All they have to do is to raise the floor door, latch it in place and load the car.

This car was designed as much to get a car that would hold grain as for convenience in operation. Both the hopper door and the folding grain door are as tight as any other part of the car and are so substantially made that it is quite evident that it will be in the same condition several years from now. Recently the C. P. Ry. had the misfortune to have eight of these cars in a wreck, which badly twisted the steel work of the body and only injured one hopper door. Apparently the hoppers strengthened the car.

These 200 cars are kept in one special run, not to shield the car, but that enough of them may be run out of one point to give a thorough test at the elevator.

The great difficulty in a hopper-bottomed grain car is to make the hoppers absolutely grain tight. In order to accomplish this, the Canadian Pacific fills the hoppers with flaxseed and then requires that they be absolutely tight under this test. It is claimed that this is the most severe test possible, with the exception of water.

A hopper-bottomed grain car, the invention of James Coleman, superintendent of the Grand Trunk Ry. car department, has been tested out by that line and proved quite satisfactory. It is similar to the Burnett car except that the hoppers are set transversely instead of longitudinally. As a result the grain is dumped between instead of outside of the rails, as with the Burnett car, and the adoption of the Coleman car for grain traffic wud require extensive changes in the receiving sinks at elevators.

C. R. I. & P. RY. WILL RE-fund Increased Freight Charges.

Grain rates from stations in north-western Iowa, Minnesota and South Dakota were increased, effective Feb. 15, by the railroads. The Interstate Commerce Commission, however, suspended the new tariffs, but thru an oversight failed to suspend the tariffs of the C. R. I. & P. Ry. As a consequence, the Rock Island has been collecting the higher freight rates.

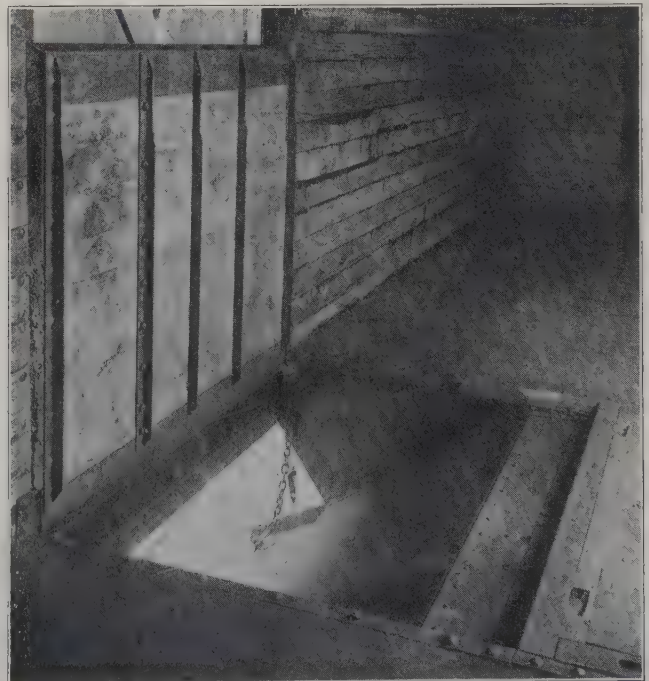
This road now announces that it will petition the Commission for the necessary authority to refund the increased charges on all business moving from the stations in question during the period Feb. 15 to Mar. 2. Shippers at the stations named below who shipped out grain during this period shud put in claims for the overcharge.

Following are the stations given in the tariffs: Iowa stations—Plymouth Junction, Manly, Kansett, Northwood, Klamme, Garner, Hayfield, Crystal Lake, Woden, Tiltonka, Miller, Forest City, Neil's, Thompson, Buffalo Center, Germania, Rake, Armstrong, Maple Hill, Gruver, Livermore, Rodman, Emmetsburg, Osgood, Graettinger, Wallingford, Estherville, Superior, Spirit Lake, Montgomery, Lake Park, Harris, Ocheyedan, Allendorf, Little Rock, Midland, Rock Rapids, Lester, Larchwood, Granite, Pocahontas, Laurens, Leverett, Maclay, Rosie, Royal, Moneta, Hartley, Plessis, Melvin, Cloverdale and Sibley. Minnesota stations—Bricelyn, Walters, Round Lake, Worthington, Reading, Milmont, Lismore, Kenneth, Kanaranzi, Luverne, Hardwick, Trosky, North Sioux Falls, Jasper, Pipestone, Cazenovia and Cresson. South Dakota stations—Shindlar, Ward, Elkton, McKain, Bushnell, White, Toronto, Brandt, Clear Lake, Bemis, Hanton, and Watertown.

Metamora, Mich.—Crops good except wheat.—Jossman, Allen & Co.



Exterior View.



Interior View.

Burnett Hopper-Bottomed Grain Car in Service on the Canadian Pacific Ry.

MICHIGAN DEALERS AT Flint.

The first annual convention of the Michigan Hay and Grain Dealers Ass'n was held July 30-31 in the Supervisor's room of the Court House, at Flint, Mich. The seating capacity of the room was taxed to the limit at times but Sec. Ewer obligingly found seats for all.

The closing moments of the last day's session were fraught with momentous interest to members.

That mistakes were made, none will question but let us remember that these are troublesome times in all lines and that if the Michigan hay and grain dealers will now rally around and effectively support their new Pres. and his brother officers, they have before them an opportunity to do the largest amount of good. Pres. Frank Nowlin of Albion, is a clean cut, clear eyed business man who has the good of the trade at heart, and who will with proper support and sympathy make the association the success that it deserves to be.

About 125 dealers were present, representing various eastern states and many cities of Michigan.

The meeting was called to order by Pres. Chas. Wolohan who introduced Mr. C. S. Mott, Mayor of Flint. Mr. Mott extended the courtesies of the city and expressed the conviction that America's future lies bright before her.

Sec. Ewer responded to the address of welcome. He spoke as follows:

Response to Welcome.

Mr. Mayor and Gentlemen of the Convention:

It is simply presumption on my part to attempt to respond to a welcome like this. It calls for the best oratorical ability in the country and I can't even talk, but judging from the refusals I received from the members I asked to respond, I am not an exception to the rule. I am led to believe that oratorical ability in this line of business is a scarce article. Why it is, I cannot understand unless the off grades, short weights, car shortages, slumping markets and fierce competition tends to knock hay and grain men speechless, but be the cause what it is, that welcome demands the best kind of recognition.

It's the welcomes and not the off-grades that help to make life pleasant, especially a welcome like that which is only possible to emanate from a man whose skin Sept. 1st, 1912, with a membership of 63 resident and 12 non-resident members of is full of good red blood, and too, in turning over the keys of his city, he shows his faith in the honesty and integrity of the hay and grain dealers, not only of Michigan, but all over the country from Little Old New York on the East to Chicago on the West and South to New Orleans, which is as far as you can go without getting wet.

Well Mr. Mayor, I am glad I came when I did, glad that this is the city of my birth and proud to know that father fought for its preservation. That was a long time ago and many and great are the changes that have taken place. Flint was a village then—she is a city now and one that this great Commonwealth has reason to be proud of and I want to take this occasion to thank you in behalf of this Association, for its welcome and to wish it a continuous growth in size, beauty and prosperity and here is hoping this organization may have the honor and pleasure of again sharing its hospitality and listening to another just such a welcome from just such a Mayor. I thank you.

The names of all of the resident and non-resident members was read by Sec. Ewer. He then read the minutes of the preceding meeting which were adopted as read.

Sec. Ewer then made the following report of his work:

Secretary's Report.

I took up the work of this Association

the old Michigan Hay Ass'n who held their convention at Saginaw, Aug. 15th, 1912, at which meeting the Ass'n was reorganized under the name of the Michigan Hay & Grain Dealers Ass'n, who increased the dues from \$3.00 to \$5.00 per membership after Aug. 15th.

The books show that the above 75 members were allowed to pay their dues on the old basis of \$3.00 per member, making total receipts on Aug. 15th, of \$225. Of this amount, \$197.50 was used in paying off the indebtedness of the old association, leaving a balance of \$27.50. To this amount was added the dues of the Bad Axe Grain Co. of \$5.00, making a total on hand of \$32.50 and which was intact up to May 12th, 1913, at which time I drew on this fund the amount of \$25.35, leaving a balance of \$7.15 in the Treasury, which is still on hand.

It will be seen from this report that at the time I took up the work the Ass'n was without funds and in order to get matters under way, President Wolohan loaned the Ass'n \$100, which was used to best advantage possible, but as you must know, far inadequate to carry on the work. It became necessary for me to secure additional funds which I did, taking a chance on being reimbursed through building up a large organization.

The following report shows that I secured 73 resident and 18 non-resident members, which added to the 75 members of the old Ass'n, gives us a total of 136 resident and 30 non-resident members, a total of 166 members on July 29th. Of this number, I secured 91 members who paid dues of \$5.00 per member or total of \$455. This amount added to the Wolohan loan of \$100, gave us total receipts of \$555, not a very large sum to carry on the work of an Ass'n of this kind.

Our total disbursements amount to \$620, or \$65.30 in excess of our receipts and which is covered by the following items:

Wire and phone tolls.....	\$ 1.58
Trade Journals	2.25
Sundries, pencils, type and Multigraph and Adg. ribbons.....	10.62
Office and phone rentals from Jan. 1 to July 1.....	34.00
Printing and stationery.....	64.35
Office help	115.55
Traveling expenses	175.55
Postage	211.70
Bad Axe Grain Co.'s dues to Treasurer Todd	5.00

Total\$620.00

The following report shows our assets and liabilities to July 29:

Assets.	
Stationery and sundries, ribbons, etc., estimated	\$ 10.00
Liabilities.	
R. L. Polk & Co., for Michigan ship-pers list	2.50
Gregory, Mayor & Thom, material and printing	6.00
Messrs. Champe & Richmond, Lansing trip, demurrage matter.....	9.75
Multigraph supplies, letters, ribbons, etc.	17.45
Printing programs, Members' lists, etc.	49.00
Use of office, phones and stenographers, Sept. 1 to Jan. 1.....	50.00
Badges for Convention, 200 at 23¢ cts.	57.75
Loan from Chas. Wolohan.....	100.00
Commission to Secy. Ewer for 91 members at \$3.00 each.....	273.00
Cash advanced on disbursements per above report	65.30
	\$616.75

The above does not include following office equipment necessary to carry on the office work, which was furnished by myself and associates:

Multigraph for letter, card and circular writing	\$300.00
Addressograph for addressing envelopes, cards and circulars.....	65.00
Typewriter and desk	75.00
Office desk, chairs, files, books, cabinet, etc.	75.00

Total\$515.00

In submitting this report, wish to call your attention to the magnitude and importance of the hay and grain business in Michigan and the necessity of having a large Ass'n same as Ohio, Ind., Ill., Mo., Iowa, Texas, Oklahoma and Kansas, and which we can have under proper organization with sufficient dues to furnish a working capital to carry on the work. Some of the State Ass'ns just mentioned, spend more in postage than the total amount we have received, but they are doing things, because they have the money

to do with. This Ass'n business is no boys' play. It takes real money same as any other line of business. Their dues are \$10, with a membership fee of \$5.00, and I understand the dues of the Texas Grain Dealers Association are \$20, which gives them ample funds to get results.

Taking as a basis the annual expenses of the other associations, I have estimated our annual expenses the first year with a membership of 400, would be as follows:

Office, \$20.00 per month.....	\$ 240.00
Phone, \$6.00 per month.....	72.00
Printing and stationery.....	75.00
Stenographer and bookkeeper.....	600.00
Postage and postals.....	300.00
Traveling, 4 to 5 months.....	400.00
Wire and phone tolls.....	25.00
Salary of Secretary.....	1,800.00
Sundries	25.00

Total	\$3,537.00
400 members at \$10.....	4,000.00
Office equipment, estimated cost..	463.00

Sec. Ewer further expressed his conviction that it was better for everyone that Michigan have a good strong organization and affiliation with the Grain Dealers' National Ass'n was most desirable.

H. G. Morgan made a report as to the condition of the hay crop in the localities about which he had information. He said that the outlook in England was 3 tons of hay per acre. England usually wants hay but this year she will not need any hay and foreign demand will be small.

Ohio has 80% of a crop but only 20% of it is pure timothy. Indiana hay crop was ruined by drought. New York has 80% of a crop and fair quality. Michigan has three-fourths of a crop.

Western Ontario is holding her hay for \$12.00 per ton and there is quite a little old hay at Montreal.

Horses are fast disappearing owing to the prevalence of the motor truck and we must not expect too great advances in prices as the demand for hay may be limited.

The Secy's report was adopted and the Auditing Com'te was appointed which later reported the accounts to be correct.

J. F. Courcier spoke on the advantages of organization. He said in part: It is difficult to say in a few words just why the Mich. Ass'n shud be a big one and what the many advantages are in affiliating with the Grain Dealers Nat'l Ass'n.

The Ass'n which I represent has done a vast amount of good and this was done only thru cooperation.

The grain business is a big business and as such must be handled with the utmost care and discretion. The cost of affiliation is only two pennies a week for



Frank E. Nowlin, Albion, Mich., Pres., Michigan Grain & Hay Ass'n.

each member and this meager sum will get for you numerous benefits which are now available.

I hope you will instruct your officers to affiliate with the National Ass'n.

John L. Dexter spoke of the benefits to be derived from affiliating with the G. D. N. A. and expressed the hope that this might be accomplished.

J. Vining Taylor, Sec. Nat'l Hay Dealers' Ass'n, read a paper from which we take the following:

"Organization—Why It Pays."

Everything in this day that is worth perpetuating, regulating, controlling or being made more highly efficient and effective, is done thro organization.

Certain it is that no permanent success is possible, which has not a solid substratum of right doing upon which its foundation may rest, and this is true because if the great mass of mankind did not try, consciously or unconsciously, to live by the Golden Rule, commerce would become chaotic and a civilized society would be impossible.

The Golden Rule is the root and flower of an enlightened public opinion even as Christian Morality; and tho now and then the individual may profit by ignoring it, the perpetuity of a civilized and progressive society is conditioned upon the substantial observance of it as inevitably and as absolutely as upon the character of the air it breathes. But what has all of this to do with organization? Gentlemen, I am endeavoring to bring out the fact that associations such as the National Hay, the Grain Dealers National, the Michigan State, the New York State ass'ns and others of like character are continually working along just these lines, endeavoring to place the Hay and Grain business upon a higher plane and upon a true ethical basis.

The greatest aim of organization as I understand it today is "Efficiency." Efficiency in any business or combination of business is the result largely of having a perfectly defined plan of action, operation and discipline; without these you are behind the trend of the times and your business will soon show it.

We find men in business, I am sorry to say, who for some reason or other at some time in their career, do not want "to play the game," or at least, not according to the best standards by which it should be played, and unless they are held to a certain line of conduct by organization, everybody else in the business will suffer from their misdirected actions, and this business itself is liable to be brot into disrepute.

Organization, therefore, is the first step in a practical application of a code of ethics in any business and the promotion and encouragement of such a code is one of its finest results.

This is an age when almost every line of business needs to look out for itself and all the firms engaged in that particular line have to unite their interests for the general good of that trade. Not only does the individual firm have to be watchful of its rights, but each and every firm in that business has to be watchful of the general rights of that business. This is brot out very clearly in the fights which various classes of business are compelled to make against railroad freight rates, for railroad equipment to handle the business, for and against National and local laws affecting that certain class of business, etc. All of this can best be done by organized efforts. In truth it can be done in no other way. The hay and grain business is no different from any other business in this regard. It has come to be a business of itself which makes it necessary that it not only be carried on to the best standards of organized business, but that its rights be protected and its privileges be fought for. This cannot be done effectively except through a distinct aggressive organization.

There are problems in every man's business that require solution and an organization can only reach its highest efficiency through a co-operation of the largest number of those engaged in the business. It is as much a man's duty to be friendly with those who are engaged in the same business, and to work along friendly and co-operative lines, as it is his duty to be friendly with his neighbor and to build up and protect all other interests that neighbors have.

It is neither right nor just for a man to let other men do the thinking and the necessary work in building up his line of business without co-operation with them

than it is for him to let other men do all the work in making his city a good place to live in or his neighborhood a good place for his family to live in. This organization should have the co-operation of every hay man in this state. It should not be weakened by men in the business refusing to come in on the theory that some one else will do the work for them. Problems of one are the problems of all, and the problems of all are the problems of each one.

T. P. Riddle, Lima, O.: Competition is a much misunderstood term. Competition was at one time considered the life of trade, whereas it is really a waste of strength.

Co-operation makes for strength. He who takes the law as his sole guide is neither a wise man nor a good neighbor.

The organization which I represent covers 21 counties in Ohio, 5 in Ind. and 3 in Michigan. It is time that all grain men stop their money losses and make some money. We thoroly organized our counties and got everyone to be friendly and have saved shippers thousands of dollars.

The Pres. appointed Messrs. Marx, Judson, Forrest, Cronin and Manson as a nominating com'te, and the men were asked to get busy at once.

H. L. Goemann of Toledo made a short talk on "How to bill shipments to hold carriers responsible." He said, that the Nelson Grain Co. vs. Ann Arbor R. R. was an interesting case and that it emphasized the fact that if shipments were billed to consignee's order, the consignor lost title to the property, and that unless the consignee was honest he cud certainly gain possession of the property without paying the draft attached to the Bill of Lading.

He requested shippers to be careful about their billing unless they wanted to lose their shipments. He also stated that in reality very few Bills of Lading were good because the agents as a rule were not specially delegated to sign them, and that unless they had special instructions they had no legal right to sign them. The Bs/L are no good in law if the railroads really cared to take advantage of their position. All bills of lading shud be signed in ink or indelible lead pencil. Rubber stamp signatures are no good and shud be avoided.

Geo. F. Diamond of St. Johns asked if the action on the part of the R. R. did not destroy the security of the ladings to the banks.

Mr. Goemann: The Uniform B. of L law covers all this thoroly. It is now adopted in 16 states. The banks are really good to us for giving us money on the flimsy protection which we give them, but of course they do not become guarantors of the paper and if it is proven worthless they have recourse on the party given credit when draft was made.

Banks tell us that if we want money for our business we must take it now. They expect money to be tight and this may have deterring price influence.

RESOLUTIONS were then passed endorsing the Pomerene bill, and copies of the resolutions were ordered sent to the congressmen of the respective districts.

J. A. Heath of Lenox presented the report of the Com'te on By-Laws. The By-Laws were adopted as written without being read.

W. H. Sturgis of Flint presented an able paper on "Buying hay mow or stack run." He said in part: If you consider this matter at all you will agree that our present methods of buying hay belong to the dark ages. We look like Rip Van Winkels. We are like a merchant who

refuses to use a telephone. Hay dealers have been asleep in this present age. A system in vogue 20 years ago is no good now.

Farmers as a rule are hustlers, as is evidenced by their scientific methods of farming. They are also good merchandizers and will sell us a pig in the poke every time simply because we are easy. Now hay men it is up to you to raise the standard of Michigan hay buying. You shud buy on the Nat. Hay Ass'n grades.

The farmer will permit it and in the end will rejoice because in the end he will be paid for a good lot of hay just what it is worth.

A discussion arose as to the merits of individually owned presses which resulted in the opinion that it was better to get away from the baling business.

Reference was also made to the P. M. R. R. order that actual weights shud be placed on the Bs/L. Sentiment was about evenly divided as to the merits of this order. It shud be borne in mind that underbilling shipments is criminal and the maximum fine imposed thus far is \$5,000.00 for the first offense.

Mr. Cutler of Adrian: This discussion is all very good but in my opinion there are too many tight wads in this state of Michigan and the future of this organization is at stake. We must take some action that will put this organization on its feet or we had as well quit and desist from further action.

Mr. Ewer: The receipts of this ass'n are less than what the Illinois G. D. A. spent for postage.

Mr. Morgan: I move that all non-resident member dues be \$10.00 and that all resident members pay \$5.00. Seconded by S. H. Weaver.

Mr. Cutler, Adrian: I move that all get in line and sign up for our dues.

Mr. Sturgis, Flint: I move that in order to have plenty of money we make the non-resident members dues \$15.00 and the resident members dues \$10.00.

Mr. Courcier: In 7 years I have seen the G. D. N. A. funds grow from \$3,000.00 annually to \$25,000.00 annually and yet we do not have as much as we cud use. We cud use \$75,000.00 very easily and do a vast amount of good. I suggest that you make the dues at least \$10.00 per member.

J. A. Heath, Lenox: I am opposed to one man paying more than another. That is class legislation.

T. P. Riddle: I suggest that you have a well developed plan of county organization and agree to buy hay and grain on Nat. Hay Ass'n rules and agree further that the way you have been buying your stuff is foolish. Put this in practice and if you do this you will need a secretary and he must be paid.

J. A. Heath: I am opposed to this plan of paying \$10.00 into the fund for the Sec. to put in his pocket. I think that \$5.00 dues is a great sufficiency. I want to be shown before I want to pay \$10.00 to any man.

I move that the dues of this ass'n be \$5.00 per member. This was promptly seconded. The Pres. called for an aye and nay vote. There was a response of ayes and a chorus of nays but the Pres. declared the ayes had it.

A majority of those in attendance left the hall at this time, and virtually broke up the meeting.

A few remained and were quieted by E. C. Forrest who expressed his regret at the inattention shown the officers and the business in hand.

The nominating Com'te made its report and named the following for the

officers and directors: Frank Nowlin, Albion, Pres.; A. W. Cutler, Adrian, 1st V. Pres.; Chas. Stuart, Adrian, 2nd V. Pres.; Albert Todd, Owosso, Treas.; L. H. Barlow, F. N. Houghton, Frank Bloomer, C. R. Huston and Jas. Kerr as members of the B. of D.

Pres. Nowlin took the chair and expressed the hope that he might be able to effectively serve the Ass'n and that he wud most certainly do his best.

Mr. Cutler moved that the Pres. and B. of D. proceed to organize the state into county locals such as outlined by Mr. Riddle. The motion prevailed and the meeting adjourned.

The afternoon session was omitted entirely as it was considered that efforts for another gathering wud be futile.

Convention Notes.

H. M. Strauss & Co. of Cleveland, O., handed out pencils.

C. Rupert & Sons distributed paper weights containing a dice game.

Earl Root, with Whitcomb & Root, held down the Cincinnati end of the job.

Young Bros. & Dailey of Lansing, Mich., gave match safes to all visitors.

New York City was represented by W. J. Overocker, F. W. Williams and J. C. Bush.

MacKenzie & Winslow of Fall River, Mass., were represented by J. W. MacKenzie.

Chicago was represented by John R. Leonard and son representing Bridge & Leonard.

The only bean eater was G. W. Crampton, with Hosmer, Robinson & Co., Boston, Mass.

Willis E. Shelden of Jackson, Mich. distributed penholders and pocket books, but no money.

E. H. Beer with Chas. England & Co. of Baltimore was extending the glad hand for that market.

Some of those present from Toledo were Chas. Knox, John A. Smith and Henry Goemann.

T. A. Jennings passed out pencils with which every shipper was given the privilege to write orders.

Pittsburgh sent Wm. Leubin of D. G. Stewart & Geidel, J. A. McCaffrey of Daniel McCaffrey's Sons Co. and H. G. Morgan.

Buffalo was represented by C. W. Urmston of Urmston Grain Co.; Harry Burns of Burns Grain Co. and F. H. Reifsteck with S. M. Ratcliff.

Detroit sent D. M. Cash of McLane, Swift & Co.; A. J. Coran; W. R. Jossman; A. B. Richmond, J. Dexter, Frank & Silas Champe, H. D. Foster and C. Huston.

Railroad men present were J. E. Cummins, T. F. A. of N. & W.; T. E. Russell, Cont. F. A. Can. Pac.; F. A. McHale, T. F. A. of L. & N.; E. L. Adams, T. F. A. Lake Shore; and Wm. H. Tindall, T. F. A. Can. Pac.

J. P. Burroughs & Son entertained the visitors by presenting them with tickets to a pleasing moving picture show on the evening of July 30. They were also hosts at an after-the-show luncheon and smoker. Everybody said it was fine.

The Board of Commerce entertained those present with an automobile and street car ride to the Buick Automobile factory. J. Vining Taylor wanted to buy the whole thing but unfortunately asked R. R. Bales for money. You know the rest.

C. J. DeRoo of the Peninsular Milling Co. of Flint entertained the visiting dealers by giving them tickets to the ball game on the afternoon of July 30. About 130 tickets were given out, Flint getting the long end of the score in a one-sided game.

An elegant badge was provided for everyone by Sec. Ewer. The badge was of oxidized silver in the shape of an arrowhead bearing a bale of hay in the center with scroll work of wheat and corn. The cross bar had space for wearer's name and address.

Among those in attendance were: H. Admiral, Saginaw; W. J. Allen, Sunfield; L. S. Barlow, Crosswell; J. Bearse, Decker-ville; H. D. Bent, Shepherd; G. A. Brinkman, Goodells, and G. Bubel, Mayville.

W. O. Calkins, Bancroft; W. E. Carmer, Clarkston; S. Cook, Milan; M. A. Crossman, Otisville; F. Cross, Bad Axe; S. A. Clapp, Owosso, and A. Crane, Eaton Rapids; G. Daffoe, Sandusky; W. A. Daily, Saginaw; C. J. DeRoo, Flint; G. Diebold, West Branch; E. C. Forrest, Saginaw; A. O. Greenough, Dryden; W. A. Harrow, Holly; C. Harpham, Vassar; J. A. Heath, Lenox; J. W. and A. Horton, Mt. Morris, and J. N. Hubbard, Birch Run.

H. Kennett, North Star; R. Kent, Marion; D. H. Kirby, Wheeler; J. G. Knowles, Vermontville; F. E. Leighton, Jackson; D. Mansfield, Remus, and C. J. Miller, Swartz Creek.

F. E. McGunegle, Marlette; C. Martin, Charlotte; W. H. Marshall, with Stock-bridge Elvtr. Co.; F. E. Nowlin, Albion; E. M. Post, Forest Hill; G. A. Reid, Port Huron.

Willis E. Shelden, Jackson; G. Smith, Lake Odessa; S. Smith, Smith Creek; L. Steele, Imlay; H. M. Stone, Sandusky; W. H. Sturgis, Flint; A. Todd, Owosso; G. H. Triphagen, Sunfield; J. F. Utley, Capac.

W. H. Van Sice, Owosso; J. A. Vizard, Monroe; F. H. Watson, Saginaw; S. H. Weaver, Sunfield, and C. Wolohan, Birch Run.

CROP IMPROVEMENT.

Randolph County, Ind., is raising funds for the purpose of employing a county agent.

Brown County, S. D., will hold a "Seed Corn Week" during which meetings will be held at various points in the county to instruct the farmers on the value of good seed corn. The first week of September has been chosen for these meetings.

The Crop Improvement Com'te of the Council of Grain Exchanges has recommended to Sears-Roebuck & Co. twenty-three more counties to receive checks of \$1,000 each. The following counties are among this number: Metcalfe, Ky., Matagorda, Tex., Kane, Ill., Kent, Mich., Tazewell, Ill., Thurston, Neb., Grant, Minn., Lake, Fla., Brooke, W. Va., Cattaraugus, N. Y., Monroe, N. Y., Geauga, O., Andrews, Tex., Windham, Vt., Onondaga, N. Y., Merrick, Neb., Wright, Ia., Wyoming, N. Y., and Perkins, S. D. This list completes the disbursement of the first \$100,000 of the Sears-Roebuck & Co. fund, and no more money will be distributed until the company is convinced of the permanent value of the county farm buros. This will take six months or a year, perhaps longer. The Crop Improvement Com'te also wants the better farming organizations to attain a natural growth and a permanent existence, and not merely a temporary boom. Altho the Com'te has been able so far to distribute funds to only one hundred counties, nearly two hundred counties have been organized, and fifteen states have passed laws making appropriations for the maintenance of the buros.

The Grain Dealers Journal is a valuable paper for any grain dealer to read.—O. L. Gray, Watseka, Ill.

Seeds

The Angus MacKay Seed Co. is building a warehouse at Indian Head, Sask.

Agosta, O., July 29.—Clover seed good; acreage 50 per cent of normal.—Charles O. Barnthouse.

The Red River Valley Seed House was recently established at Moorhead, Minn. The company is capitalized for \$100,000.

E. F. Spears & Sons, Paris, Ky., will erect a \$50,000 grass seed cleaning plant on the site of the plant recently burned.

The Tessum Seed, Grain & Supply Co., having a capitalization of \$50,000, has started in business at Thief River Falls, Minn.

The Sault Feed & Seed Co. has incorporated for \$50,000 and will engage in a general feed and seed business at Toronto, Ont.

Peoria received 210,000 lbs. of seed and shipped 210,000 lbs. during July, compared with 60,000 lbs. received and none shipped in July, 1912.—John R. Lofgren, Sec'y, Peoria Board of Trade.

The Essex County Seed Farms, Ltd., having a capitalization of \$200,000, will engage in the production of seed grain, including wheat, oats, barley, clover and timothy, in Essex County, Ontario.

Perley C. Newlin has entered the services of the Courteen Seed Co. at Milwaukee, Wis. Mr. Newlin was for a number of years connected with W. H. Small & Co., Evansville, Ind., grain and seed dealers.

The Testall Mfg. Co. of Sugar Grove, Ill., was recently incorporated for \$25,000 and will engage in the manufacture and sale of seed testing machines. The incorporators are Donald Blair, George Fieley and I. L. Van Schoiack.

Minneapolis received 432,050 bus. of flaxseed and shipped 121,680 bus. during July, compared with 487,200 bus. received and 60,900 bus. shipped during July, 1912.—John G. McHugh, sec'y Minneapolis Chamber of Commerce.

Missouri broomcorn showed a condition of 73 on Aug. 1, flax 64 and row peas 80, acreage of cowpeas 105 as compared with last year, according to report issued by T. C. Wilson, sec'y of the State Board of Agriculture, Columbia, Mo.

The charge for handling carload shipments of seeds thru Chicago freight houses, amounting to 1c per 100 lbs., was cancelled effective Aug. 1 thru an error on the part of the carriers. However, the rule will be republished, effective Sept. 1, and the charge increased to 1¼c per 100 lbs.

The county commissioners of Pennington County, S. D., have notified the ranchmen who borrowed seed grain from the county in the spring of 1912 that they must pay their debts by Nov. 1 or the security put up for the seed will be foreclosed. The county loaned out \$7,000 worth of seed to the ranchmen at that time.

The G. D. Sutton Seed Corn Co., Mason City, Ill., has been complimented by the United States Department of Agriculture on its wire hangers for drying seed corn, which are made from poultry fencing. The department has adopted the hangers at all of its experiment stations and has given the Sutton Company credit for this device in its bulletins.

Timothy seed fluctuates a little with the speculative demand. Short crop will be produced in states near Toledo, but the carryover is an important factor. Alsike started out for a big crop, but has been a disappointment. Canada reports some big yields. They raise more alsike than red clover.—C. A. King & Co.

Fotoreta, a crop resembling milo maize, and Sudan grass, a new hay crop, proved very successful when tried out by farmers in Central Texas, and a large acreage will be planted to these crops next year. They were introduced by the United States Department of Agriculture in connection with its work of finding crops that can be raised on arid lands.

Milwaukee received during July 120,000 lbs. of timothy seed, no clover seed, and 48,000 lbs. of flaxseed, compared with no timothy, no clover, and 42,000 lbs. of flaxseed received last year; and shipped 450,000 lbs. of timothy seed, 111,830 lbs. of clover seed, and no flaxseed during the month.—H. A. Plumb, sec'y Chamber of Commerce.

In response to a petition from the farmers of Pawnee County, Kan., the Kansas Public Utilities Commission on July 30 granted the railroads permission to transport seed wheat free of freight charges between all points in Kansas. The farmers also petitioned the Santa Fe and Missouri Pacific to handle the seed free of charge. The yield of wheat in that county is so poor that it is estimated from \$100,000 to \$150,000 worth of seed will have to be shipped in this fall.

Employees of eleven Minneapolis seed companies, in several instances the managers themselves, are taking the short course in seed testing under Professor W. L. Oswald of the University of Minnesota, in order that they may become acquainted with the general principles underlying germination and purity tests and also with the requirements of the Minnesota seed law. The new \$10,000 seed laboratory, which occupies a three-story building, will be ready for occupancy the latter part of this month.

Seed samples frequently lead to trouble. Be very careful. Take an average sample of the entire lot, taking some seed from every bag. Some merely take a little off the top. Inspectors at Toledo take a trier and probe the center and each end of every bag. This should give an average sample. If you sell seed by sample and the seed is not identical, the buyer can dictate the difference he will settle at. We always try all buyers in every case and secure the best the market affords. Avoid trouble by being careful in taking your samples.—C. A. King & Co.

The Illinois crop report for June 20, shows the condition of broomcorn as 85 per cent of normal and acreage 88 per cent of last year. Clover showed a condition of 101 per cent in Northern Illinois, 81 per cent in Central Illinois, 65 per cent in Southern Illinois, and 82 per cent for the state. Clover acreage increased 7 per cent over last year. The condition of alfalfa in Northern Illinois is 98 per cent, Central Illinois 82 per cent and Southern Illinois 69 per cent. Hungarian and millet acreage in Northern Illinois was 79 per cent of last year, in Central Illinois 71 per cent and in Southern Illinois 82 per cent. These figures are taken from the crop report of the Illinois State Board of Agriculture as of June 20, which has just been issued by J. K. Dickerson, sec'y.

Some state officials admit privately that the Ohio seed law is not practicable. No appropriation has been made for its enforcement, and the chances are that it will join the many dead ones which have been carelessly passed to please the authors, who wish to show their constituents that they have done something. The trouble nowadays is too much law and not enough common sense.—C. A. King & Co.

Cloverseed prospect in Ohio, Indiana and Illinois is better than average, as indicated by 587 scattered reports we have received. It may improve or fade before harvest. Ohio reports average fair to good, Indiana fair, Illinois less than fair. Ohio and Indiana are the big producers. Illinois is small, so Ohio much more than offsets Illinois. United States has only produced one large crop since 1903, that was in 1908. The 587 reports run—50 very good prospect, 132 good, 161 fair, 114 poor, 102 very poor, 28 failure. Many say it is too early to tell definitely but give the present prospect. Year ago reports were nearly all poor.—C. A. King & Co.

Ottawa, Ont., July 19.—Reports from the clover seed producing sections of Ontario are much more favorable this season than they have been for a number of years, and prospects are good for both the alsike and red clover crops. In most sections the stand is good, and weeds are not as prevalent as when the clover is partially killed out. The rains, which have occurred in most sections of the seed-producing area, have given the second growth of red clover a good start. The disposition of screenings from the terminal elevators is being further looked into this season. The shipments from Fort William and Port Arthur are being followed to Chicago and the other large distributing centres in the United States. Detailed information is being secured regarding the uses to which the screenings are put and the methods which are employed to destroy the vitality of the weed seeds.—E. D. Eddy, for Seed Commissioner.

Des Moines, Ia., Aug. 9.—The prospects for clover seed in Iowa at the present time are very good, altho it is rather early to state just what results will be. Quite a little seed in various sections of the state was produced from the first cutting of clover, more than usual we believe. A heavy crop of timothy was cut, but little of it is being saved for seed, as the farmers are not satisfied with the present market value of that product. Many thousands of bushels of old timothy seed are still in the hands of the farmers and they are holding it for a raise in price. We can see a very gradual change in the demand, crops like peas, soy beans, alfalfa, rape, cane and other forage crops being grown more extensively. The acreage of corn is suffering no appreciable shrinkage. We believe, however, that there is a decreasing acreage in oats and an increase in the acreage of wheat. This last crop has proven very profitable the last three or four seasons, which is very encouraging to the farmers.—Iowa Seed Co.

Clover seed scored a big advance during week ending Aug. 2, due to the continued hot weather. The bulls made the most of it, which with scant offerings resulted in an easy advance. Some sections report the crop as no good. Some sent buying orders with their reports. Others talked very bullish because already long and prepared to sell out on further advance. The big fellows who usually supply the speculative demand are not ready

to sell. They say no damage of any consequence has happened to red clover. They know the acreage is large. They know, too, that fool crop scares usually come every year. They know it is too early for anybody to say that the crop is hurt, and they are willing to let the little fellows run the market up on themselves, thus making a better place to put out some sales.—J. F. Zahm & Co.

From the Seed Trade.

GRAND RAPIDS, MICH., Aug. 2.—The farmers in our vicinity are not giving up the seed of old sorts, but are still sticking to clover, alsike, and timothy as their standards for hay. Nevertheless, a number of farmers are experimenting with alfalfa with excellent results and are also making a success of hairy or winter vetch. Farmers seem to be well satisfied with the prices they got for their seed crops last season, and undoubtedly this season's seed crop will also bring satisfactory prices.—Alfred J. Brown Seed Co.

LOUISVILLE, KY., Aug. 4.—This section produces principally orchard grass and Kentucky blue grass. Kentucky blue grass this season was a very short crop indeed and the quality very poor. We anticipate a rather firm market. The drouth which we had early in May affected the crop to a great extent and it is the shortest we have ever known. Orchard grass is not more than 50% of last year's crop. The growers prefer holding their stock rather than accepting today's basis, and we anticipate a very firm market on this commodity.—Woods, Stubbs & Co.

SHERMAN, TEX., Aug. 4.—Our seed contracts are not placed in this immediate section, most of them being in different parts of Oklahoma and are confined to sorghums, seed corn and some varieties of cow peas which are difficult to obtain in the open market. Reports up to this time concerning each individual crop are very flattering. We know of no radical departure from preferences of the past in the way of seed purchases or planting. Sweet clover has been given a "try-out" and seems destined to make a prominent place for itself. Feterita is being planted extensively as against kafir and milo, and we think for comparative purposes mainly. Rape is rightfully coming into general use in this section.—Pittman & Harrison Co.

HAMBURG, GERMANY, July 17.—The canary seed situation is now attracting considerable attention. The LaPlata crop, which for a short time at the beginning of the current year took care of the entire consumption, is now entirely sold out. The Morocco crop is a complete disappointment. Continued disorders with France and Spain are likely to make all harvesting impossible, and no arrivals of account can be expected. The Morocco stocks of last year's seed is exhausted. The canary seed crop in Turkey is said to be only 20,000 bales, or 25% of last year's crop. The world's demand is 120,000 bales. On account of the war the seed has withered in the fields. Some of last year's seed is said to be stored at Rodosto, the chief harbor, but as this is still a Bulgarian garrison, it cannot be shipped out. Stocks at Hamburg and other European cities are very small. Prices have advanced constantly, and as the short situation becomes more widely known, further and sudden advances in prices may easily occur.—F. Wegner.

Feedstuffs

San Francisco received 625 tons of bran during July, compared with 205 tons received last year.

Memphis received 35,600 sacks of bran in July, compared with 70,000 sacks received in July, 1912.

Kansas City received during July 780 tons of bran and shipped 7,340 tons, compared with 1,100 tons received and 5,000 tons shipped last year.

Peoria received 6,403 tons of mill feeds during July and shipped 10,006 tons, against 3,297 tons received and 5,933 tons shipped during July, 1912.—John R. Lofgren, secretary, Board of Trade.

Baltimore received 1,661 tons of feedstuffs during July, and shipped 389 tons, against 1,261 tons received and 38 tons shipped during July, 1912.—Jas. B. Hesong, secretary Chamber of Commerce.

Minneapolis received 4,537 tons of feed during July and shipped 48,624 tons; compared with 3,295 tons received and 56,412 tons shipped during July, 1913.—John G. McHugh, secretary, Chamber of Commerce.

Milwaukee received 16,840 tons of feed during July, compared with 7,800 tons received in July, 1912; and shipped 21,822 tons, compared with 24,463 tons shipped in 1912.—H. A. Plumb, sec'y Chamber of Commerce.

The Western Grain Company, Fort Smith, Ark., was acquitted by a jury July 19 on the charge of violating the state feedingstuffs laws. The company was charged with alleged improper marking of its packages.

Feed sales in Tennessee showed a considerable increase during July due to the drouth. Chief Feed and Seed Inspector A. L. Garrison states that the sale of tax stamps during the month exceeded last year's sales by \$500.

Fifty sacks of corn meal shipped by C. Syer & Co., Suffolk, Va., to the Wilson Grocery Company, Wilson, N. C., were confiscated by the United States marshal because the meal was in a filthy and decomposed condition.

St. Louis during July received 94,760 sacks and 71 cars of bran, compared with 92,790 sacks and 163 cars received in July, 1912; shipped 563,570 sacks and 360 cars, compared with 276,815 sacks and 1,020 cars shipped a year ago.

William L. Holdaway and Ernest L. Reiman of Terre Haute, Ind., were arrested Aug. 2 on warrants issued by the City Court charging them with selling feedingstuffs that were untagged, in violation of the state feeding stuffs law.

The Aunt Patsey Feed Company, recently incorporated for \$50,000, will engage in the manufacture of poultry and mixed feeds at Memphis, Tenn. Those interested are J. P. Gentry, S. B. Anderson, A. D. Armstrong, A. L. Lowenstein, Paul Dammann, T. A. Divine and J. E. Russell.

The Oklahoma Board of Agriculture will require all shipments of feedingstuffs into the state to be labeled with printed or mimeographed tags. Shipments carrying stamped tags will be seized. The Board first ruled that only printed tags would be acceptable, but has now decided to accept mimeographed tags also.

S. D. Scott & Co., Norfolk, Va., were charged with violation of the pure food act because a shipment of 100 sacks of cracked corn was found with each sack labeled to contain 100 lbs., whereas it actually contained 98 lbs. The corn was condemned and sold by the United States marshal.

Otto Weiss of the Otto Weiss Alfalfa Stock Food Company, Wichita, Kan., has decided to postpone the construction of an alfalfa mill at Garden City, Kan., owing to the unfavorable business conditions now existing. Mr. Weiss plans to commence work on the mill just as soon as an improvement sets in.

For labeling ninety sacks of corn meal to contain 96 lbs., whereas they contained only 93 lbs. each, the Mountain City Mill Co., Chattanooga, Tenn., was charged with misbranding by the government. The company obtained possession of the meal again after paying the court costs and executing a bond.

The Howard Hanks Company recently completed its new feed mill at Chicago, Ill., where it will manufacture alfalfa horse and cattle feeds and a full line of poultry feeds. The company has employed J. C. Curry on its sales force and will apply for membership on the Chicago Board of Trade. The company will continue to operate its plant at Nebraska City, Neb.

The Alfocorn Milling Company has purchased property at East St. Louis, Ill., and will erect a \$150,000 plant for manufacturing alfalfa horse and mule feeds. Edwin Drescher of St. Louis, Mo., is pres. and principal stockholder. Upon the completion of this plant East St. Louis will have more factories for the manufacture of alfalfa horse and mule feeds than any other city in this country.

Nebraska feed dealers will be required to show net weight and percentages of fat, protein and fiber on packages of feed. Mixed feeds must also carry a label giving the names of ingredients. All feeds sold within the state are subject to an inspection tax of 10c per ton. Full information concerning the Nebraska feedingstuffs laws is given in a bulletin recently issued by C. E. Harman, Nebraska State Food Commissioner.

Misrouting a car of cottonseed meal moving from Memphis, Tenn., to Oneonta, N. Y., by the railroad company, resulted in four months' delay and heavy loss to the shipper, a Buffalo feed man. The car left Memphis April 25, was discovered some time later at Philadelphia, which is off its route, and then was lost for several months. It finally reached Oneonta July 15, thoroughly out of condition, and the purchaser refused it.

Feed manufacturers are becoming disturbed over the possibility of Canadian competition if the duty on millstuffs provided in the Underwood tariff becomes effective. Canadian millers are now able to market profitably considerable quantities of bran in the United States, particularly in New England, despite the duty of 20% ad valorem. Under the new tariff this rate will be reduced to 10% ad valorem with the further provision that if Canada admits our wheat and wheat products free, Canadian grain and millstuffs will be admitted into this country free. What effect this reduction will have remains to be found out, but American millers feel certain that the Canadian mills, with their lower cost of grain, will be able to flood our markets with their by-products.

The quality of feed sold in Wisconsin has greatly improved during the past ten years, according to a report made by the Agricultural College at Madison, Wis. In 1902 nearly 60 per cent of the samples of ground corn and oats were found to be either adulterated or of inferior quality; in 1912 less than 10 per cent were below standard. Adulteration, such as the addition of screenings to mill feeds and barley hulls to malt sprouts, is still occasionally practiced, but manufacturers as a rule are willing to co-operate in the enforcement of the feedingstuffs law, and purchasers are becoming more discriminating and exacting.

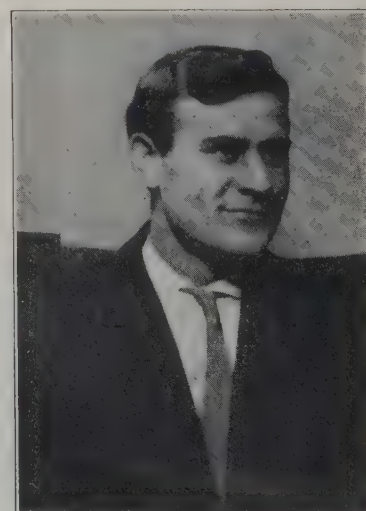
The prices of feedingstuffs continue to rule high at the various markets. Most of the pastures in southern Indiana dried up owing to the hot weather in June, the oats crop was very poor, and fears are entertained as to the corn crop. As a result the demand for feedstuffs at Indianapolis and Evansville has been strong and the prices good. At Nashville, Tenn., the market showed considerable strength and prices on all offerings advanced. In Kentucky the dry weather prevailing for the past weeks hurt the pastures and has forced the feeders to buy large quantities of feedstuffs. This has made an active demand, and the mills are having no difficulty in disposing of their stuff at good prices.

THE CORN Products Refining Co. has temporarily shut down its plant at Waukegan, Ill. This is in line with its policy to close down one or two of its plants during the summer months on account of dull business. The equipment of the Waukegan plant will be thoroughly overhauled during the shut-down, and operations will be resumed as soon as the fall demand sets in.

NEW INSPECTOR AT BURLINGTON, Ia.

The Burlington Elevator at Burlington, Iowa, has been taken over by the Trans-Mississippi Grain Co., of Omaha, who will operate it as soon as it is placed in running condition.

Hans Aabel, who has served six years as inspector at Omaha under Chief Inspector Geo. B. Powell and established a reputation as a careful, competent inspector, has accepted the position of chief inspector and weighmaster at Burlington.



Hans Aabel, Burlington, Ia.

A PNEUMATIC FLOATING Elevator.

For the purpose of transferring grain from ocean vessels to lighters and river boats, the Elevator Gessellschaft of Emden, Germany, has put into service the floating pneumatic grain elevator shown in the accompanying illustration.

Upon a large iron barge is built a steel superstructure, which supports the pneumatic piping, grain receiver and automatic scale. The pneumatic spouts are supported on gibs so as to be movable both horizontally and vertically. The ends of the spouts are equipped with suction nozzles which regulate the flow of air.

After the spouts have been dropped into the hold of the ocean vessel, the grain is sucked up into the receiver at the top of the superstructure. The large pipe which may be seen at the top of the receiver is the air exhaust pipe. It leads to the exhaust pumps in the hull.

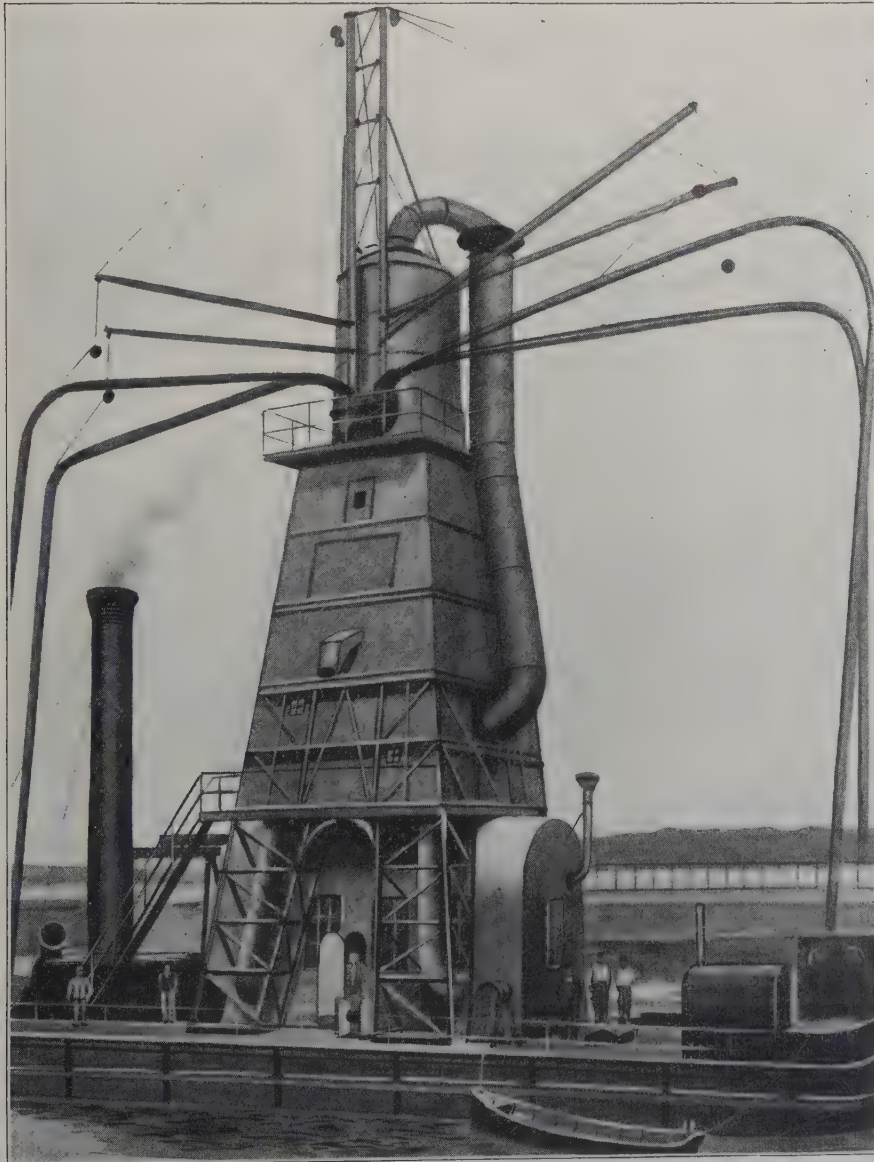
A patent dust-collecting device is set inside of the reservoir, which separates the dust out of the grain, so that it cannot be drawn off into the pumping machinery, and later mixes it with the grain after it has passed thru the vacuum chamber in the reservoir.

Below the receiver is a discharging device operated by an electric motor, which regulates the flow of grain into the automatic scales underneath. From the scales the grain is spouted into the lighters alongside of the barge.

In the hull are located a battery of boilers, operating at 175 lbs. pressure, and three vertical steam engines, one of which drives the air pumps and boiler feed pumps, and the other two drive electrical generators which produce the necessary light and power. Ample storage space is provided for fuel and water. At one end the hull is fitted up into quarters for the crew.

The elevator has a capacity of 120 tons of bulk grain per hour. Space has been left for the installation of a sacking machine having a capacity of 50 tons per hour, should such a machine be found necessary. The plant is automatic, fast and economical, and represents a distinct advance in the methods of handling grain at this rapidly-growing German seaport.

Elevator men cannot afford to do without the Grain Dealers Journal.—W. E. Hunsacker, Olean, Mo.



Pneumatic Floating Elevator in Use at the Port of Emden, Germany.

—Courtesy Popular Mechanics.

25 DON'TS FOR SHIPPERS.

Chas. B. Riley, Sec'y of the Indiana Grain Dealers Ass'n, has issued some suggestions for shippers which merit careful reading by grain shippers everywhere. They follow:

Don't fail to make written orders for cars and preserve copies of each order.

Don't fail to give special and personal attention to the cooping and preparation of all cars for loading.

Don't fail to clean your grain thoroly, so as to insure its grade or highest possible quality.

Don't permit cars to go out with an accumulation of dirt, meal and broken grains at or near the doors.

Don't hesitate to double and otherwise strengthen your grain doors to prevent leaks from bulges and otherwise.

Don't load cars so full that they cannot be completely inspected upon first examination.

Don't begin weighing your grain into cars until your scales are thoroly examined and properly balanced.

Don't fail to make proper record of each draft at time of weighing, and require the weigher to make certificate thereof for future use.

Don't fail to attach certificate of weights to your invoice or other statement, for transmittal to your receiver.

Don't fail to get a supply of the Uniform Weight Certificates and use them with each shipment.

Don't overload or underbill your shipments, as you will be liable to prosecution therefor.

Don't underload and overbill shipments, as you are required to pay freight on the minimum capacity of car anyway, it also makes you liable for a fraud, should you base your draft on the false weights.

Don't fail to make and preserve a record of the initials and numbers of all Seals placed on the cars, either by Carrier's Agent or by yourself, and furnish consignee copy of such record, with request that he require the same information from the Inspector or other party opening cars at destination.

Don't accept the Consignee's settlement papers as complete, without he furnishes a Car Condition Certificate, giving initials and numbers of each seal on car when first examined, also physical condition of cars as to leaks, etc.

Don't accept destination weights as final, without they are Board of Trade, or other Official Weights, except when you have consented to the shipment going to interior points, where official weights cannot be had; then accept nothing but sworn Weight Certificates, containing report of Physical Condition of car, Initials and Numbers of all Seals, together with name of owners or operators of the scales where weighed, and the name of party by whom the weigher is employed.

Don't forget that grain sold on "regular market terms" cannot be sent to interior or other points, where Official Weights are not obtainable, except upon the consent of the shipper or his agent, and by such agent only when properly authorized by the shipper.

Don't forget that all claims for shortage, damage, etc., must be made and filed with Carriers within four months from date of shipment.

Don't fail to bill your grain to "your own order" on bills furnished by the Carrier for "Order Shipments."

Don't fail to have the issuing agent of Carrier stamp all Bills of Lading with the Station Stamp.

Don't fail always to notify Consignee, by invoice or letter, of each shipment, immediately upon its billing, giving car number and capacity, contents and seal record. This will facilitate handling and frequently save you demurrage and other charges.

Don't load and ship "off grade" grain to apply on grade contracts, without you have a contract basis for its application; better sell "off grades" on their merits.

Don't fail to recognize the advantages in dealing only with Receivers, Track Buyers, Brokers, etc., that are responsible, and members of some Exchange or Grain Dealers' Ass'n, that will be available in enforcing arbitration and other adjustment of trade differences.

AN AMENDMENT to the currency bill was proposed recently by radical Congressmen to permit the issuance of \$200,000,000 United States notes thru federal reserve banks to farmers on warehouse or storage certificates covering cotton, corn or wheat in storage.

Grain Carriers

The proposed advance in Illinois grain rates has been set for hearing before the Interstate Commerce Commission on Sept. 11.

The proposed advance in grain rates from northwest Iowa to Chicago will be investigated Sept. 11 at Des Moines by Commissioner Prouty.

Another inch has been added to the draft of Poe Lock of the Soo Canal, and boats can now load to 19½ ft. in both directions. The stage of water at the Soo is much better than it was last year, and as a result the boats are able to carry considerably heavier cargoes.

The Frisco Line was denied authority by the Interstate Commerce Commission Aug. 5 to establish rates on grain and grain products from its stations in Kansas and Missouri to Arkansas because they violated the long and short haul clause of the Interstate Commerce Act.

The Interstate Commerce Commission has made a rule that shippers who file informal complaints in future will be compelled to prosecute their claims on the formal docket, and those who abandon such claims will not be allowed to revive the complaint after five years have elapsed.

Increases in class and commodity rates amounting to from 14c to 40c per 100 lbs., between points on the C., St. P. M. & O. Ry. lying between Sioux City and Duluth, and South Pacific coast terminals and southwestern intermountain territory were approved July 28 by the Interstate Commerce Commission.

Elevation allowances at Kansas City were the subject of a hearing recently held by Examiner Mackley of the Interstate Commerce Commission. The roads and the shippers disagree as to what the allowances should be for transferring grain from car to elevator, elevator to car, storing and cleaning.

The Federal Milling Co., Lockport, N. Y., won its suit against the M. St. P. & S. S. M. Ry. et al. before the Interstate Commerce Commission. The Commission found that the all-rail rate on wheat from Minneapolis to New York, when milled in transit at Lockport, is 2.2c higher than the rate on flour, and ordered the railways to make these rates equal.

The application of the railroads to raise the differential rates on flour from Kansas, Nebraska and Oklahoma points to California was the subject of a hearing at Kansas City July 24 by special examiners of the Interstate Commerce Commission. The Omaha Board of Trade also gave testimony in connection with its request that the rates on grain from Omaha to Oklahoma points be lowered to meet the rates from Kansas City to Oklahoma.

The Kansas City Millers Club has petitioned the Interstate Commerce Commission to maintain a parity on the export freight rates on wheat and flour between Missouri River points and Gulf ports. The millers state that they do not wish the case tried unless the carriers make a cut in the export rate on wheat. They are seeking to avoid a repetition of last fall's experience, when three Gulf roads made a heavy reduction in the rate on export wheat, but did not reduce the rate on flour.

The proposed advance in the rate on flaxseed from Minneapolis, St. Paul and Minnesota Transfer, Minn., to Fredonia, Kan., from 15c to 26½c per 100 lbs. by the Santa Fe and other carriers, has been suspended by the Interstate Commerce Commission from Aug. 1 to Oct. 29, pending investigation.

The Illinois Central and other lines have received authority from the Interstate Commerce Commission to establish proportional rates from Henderson, Paducah, Ky., Cairo, Ill., and Evansville, Ind., to Mississippi River Valley territory, equal to the rates on grain milled and reshipped at Henderson, Paducah, Cairo and Evansville.

The car situation on Aug. 1 showed a total surplus of 69,716 cars and a total shortage of 11,261 cars, according to a statement prepared by the American Railway Ass'n. These figures compared with a total surplus of 76,280 cars on July 15 and 65,904 cars on Aug. 1, 1912, and a total shortage of 6,875 cars on July 15 and 9,394 cars on Aug. 1, 1912.

The C., R. I. & P. Ry. has established a new routing on grain and grain products between its stations in Iowa, Minnesota, and South Dakota to Memphis, Tenn., and Mobile, Ala., over the P. C. C. & St. L. and Southern Rys. The new route is via Chicago, with transit privileges, and is in addition to the routing over the C. & E. I., which is now in effect.

Finding that Nebraska distance rates on grain on the Union Pacific and Chicago, St. Paul, Minneapolis & Omaha Rys. are higher than those charged by other lines, the Nebraska Railway Commission will commence an investigation. For example, the distance rate on grain on the first two lines for 25 miles is 5.96c; on the C. & N. W., Burlington, and other roads it is 4¼c.

The Chicago Great Western R. R. has filed tariffs reducing the switching rate at Faribault, Minn., from \$4.50 to \$3 per car, effective Aug. 31. The railroad advanced the rate to \$4.50 some time ago, and the advance was sustained by a decision of the Interstate Commerce Commission in the suit of the Sheffield-King Milling Co. v. C. G. W. The milling company asked for a rehearing, which was set for July 28, but the railroad agreed to lower the rate voluntarily.

The Mobile & Ohio and affiliated lines are assessing freight charges on mixed carloads of grain, grain products and feeds on the basis of the rate and minimum carload weight of the commodity taking the highest rate, provided the total charges do not exceed the sum of the carload rate and minimum weight on any one of the commodities plus the l. c. l. rate and actual weight of the others. This rule has been approved by the Interstate Commerce Commission.

The Chicago Great Western R. R. scored a temporary victory when Judge C. A. Willard of the federal district court of St. Paul on July 28 refused the application of the state officials for an order directing the Great Western to put into effect the new Minnesota rates for a test period of ninety days. The court ruled that the proper procedure was for the officials to ask that the injunction be dissolved, and motion to this effect will be heard August 18. Attorneys for the road argued that the margin of confiscation, if the new rates were put into effect, would be so great, as proved by figures submitted, that a test case is unnecessary.

On Aug. 4 the Interstate Commerce Commission made public its formal order in connection with express rates, as announced in the July 25 issue of the Journal. The new rates, which must be put into effect by Oct. 15, make reductions averaging 25% to 30% and will reduce the earnings of the express companies \$25,000,000. The companies have already announced that they would take appeal from the Commission's rates.

The physical valuation of railroads will cost \$15,000,000 and will take from five to seven years, according to an estimate submitted July 31 by the Interstate Commerce Commission to the Committee on Appropriations of the House of Representatives. The Commission asked for an immediate appropriation of \$1,500,000 to organize a corps of engineers to undertake the work. The plan offered by Secretary McGinty divides the country into five sections, in each of which there are approximately 50,000 miles of road. The work of the five field squads is estimated to cost \$1,921,500 a year. In addition, the accounting work is estimated to cost \$350,000 a year, and the maintenance of a valuation office at Washington will cost \$150,000 annually.

Twelve railroads operating between the Missouri river and Chicago held a conference July 28 at Chicago in connection with the reductions in freight and passenger rates brought about by the Supreme Court decisions in the Missouri, Arkansas and Minnesota rate cases. After the conference the railroads issued a statement to the effect that the reductions in rates had been put into effect by the carriers in the states named under protest and that they would appeal to the Interstate Commerce Commission and the various state railroad commissions for relief, instead of to the courts. The statement is signed by the Santa Fe, C. & A. C., M. & St. P., C., B. & Q., C. G. W., Rock Island, Kansas City Southern, Missouri Pacific, St. Louis Southwestern, M. K. & T., Frisco Lines and the Wabash.

The Franke Grain Company, Milwaukee, Wis., lost its suit before the Interstate Commerce Commission against the Illinois Central R. R. et al., the Commission deciding in favor of the carriers on the strength of the United States Supreme Court decision in the Henderson Elevator Company case. On October 1, 1910, the M., St. P. & S. S. M. Ry. Co. published an index of tariffs and circulars then in effect. This index showed Illinois Central tariff ICC A-5735 to be still in effect, although it had been canceled December 8, 1907. The Franke Grain Company, on applying to the agent of the Illinois Central R. R. at Milwaukee, was shown the Soo Line index and the Illinois Central tariff mentioned, which gave a rate of 14.75c on corn from Oto and Onawa, Ia., to Honey Creek, Wis.; and relying on this information, the Franke Grain Company purchased one carload of corn from Oto and two from Onawa to Honey Creek. On these shipments rates of 21.75c and 20c, respectively, were applied. The Commission decided that under the decision in the Henderson case, the grain company cannot recover damages on account of the failure of the railroad to have the proper tariff posted at its stations. The freight charges assessed on the three cars amounted to \$385.23. Under the rate quoted the charges would have been \$283.79, and the Franke Grain Company was suing for reparation of the difference, \$101.54.

Hearings in the Iowa car distribution case were finished July 20 by Special Examiner A. H. Mackley of the Interstate Commerce Commission, and a decision is expected in the fall.

Grain traffic on the Rock Island System during the first half of July was 38% heavier than last year, flour and feed traffic 18% heavier, and the freight statistics generally indicated a healthy condition of business.

Through an error by an inexperienced agent of the Missouri Pacific R. R. at Union, Neb., one hundred cars of grain were shipped from Union, Wyoming, Maynard and Murray, Neb., under a 12c rate to the Missouri river, whereas the correct rate is 19.22c. The Nebraska Railway Commission stumbled upon the error in following up the matter of car shortages. As a result of the agent's mistake the grain shippers stand to lose \$4,400 and the railway company places itself subject to a fine of \$25,000.

The Missouri, Kansas & Texas R. R. will hereafter permit the storage of grain coming from its stations in Missouri and Kansas in St. Louis elevators for a period not exceeding six months. The M. K. & T. will also assume the cost of connecting lines' switching and terminal transfer charges from St. Louis to East St. Louis, the total absorption being limited to 1c per 100 lbs. This privilege applies on freight for local delivery in East St. Louis and for freight reconsigned be-

yond when the rates from East St. Louis are lower than from St. Louis; but it does not apply on business coming into St. Louis and originating at stations having a lower rate to St. Louis than to East St. Louis.

Express rates within the State of California will be reduced an average of 15 per cent effective October 1 by a decision of the Railroad Commission of California on August 1. The Commission figures the new rates on a ten-mile zone basis and reduces the earnings of the express companies about \$750,000 yearly as a result. It finds that the express companies are a "parasite on the railroads." Wells, Fargo & Co., it points out, earned a net annual profit of \$842,097 on property valued at \$613,233, or 136 per cent on its investment. The Commission also found that Wells, Fargo & Co. pays to the Santa Fe 55 per cent of its earnings on that line and to the Southern Pacific only 40.8 per cent; also, that none of the officials or large stockholders of the Santa Fe hold stock in the express company, whereas those of the Southern Pacific hold a large amount of Wells, Fargo stock. The Commission estimates that as a result of this difference the Southern Pacific loses \$2,500,000 annually. The new rates will be in effect for six months, after which time the express companies are invited to submit statements of their earnings if they feel that the rates are unjustly low.

ESTIMATING A FIELD OF Wheat.

Oscar Lyle, the well-known crop expert, has an interesting method of estimating the yield of a field of wheat.

With a tape line he first measures off a 3-foot row of wheat and from that particular row he selects five representative heads. He also counts the number of stalks in the yard. This process is repeated five times in representative spots in the field. As the wheat is drilled in equidistant rows and the dimensions of the field are known, it is an easy matter to figure out the number of stalks in an acre or in the entire field.

The grains in the five heads of wheat are then counted and the average number of grains per head found. This gives the number of wheat grains to the acre. Dividing this number by 1,000,000 (the usual number of grains in a bushel) gives the yield per acre in bushels.

An examination of the wheat on the sample tables of the St. Louis Merchants Exchange showed that the wheat arriving there is very heavy. The wheat ran 840,000 grains to the bushel, whereas 1,000,000 grains is the usual figure. Mr. Lyle says that this means 16% more wheat than was figured on by many of the experts.

This information was obtained by taking a few grains of wheat from each of 25 sample pans. This process was repeated twice with different pans. Each lot was kept in a separate envelope, and four ounces of wheat was weighed out and counted. Sample No. 1 had 3,497 grains; No. 2, 3,489 grains, and No. 3, 3,514 grains; total 10,500 grains for the 12 ounces of wheat. This makes 14,000 grains per pound, or 840,000 grains per bushel.

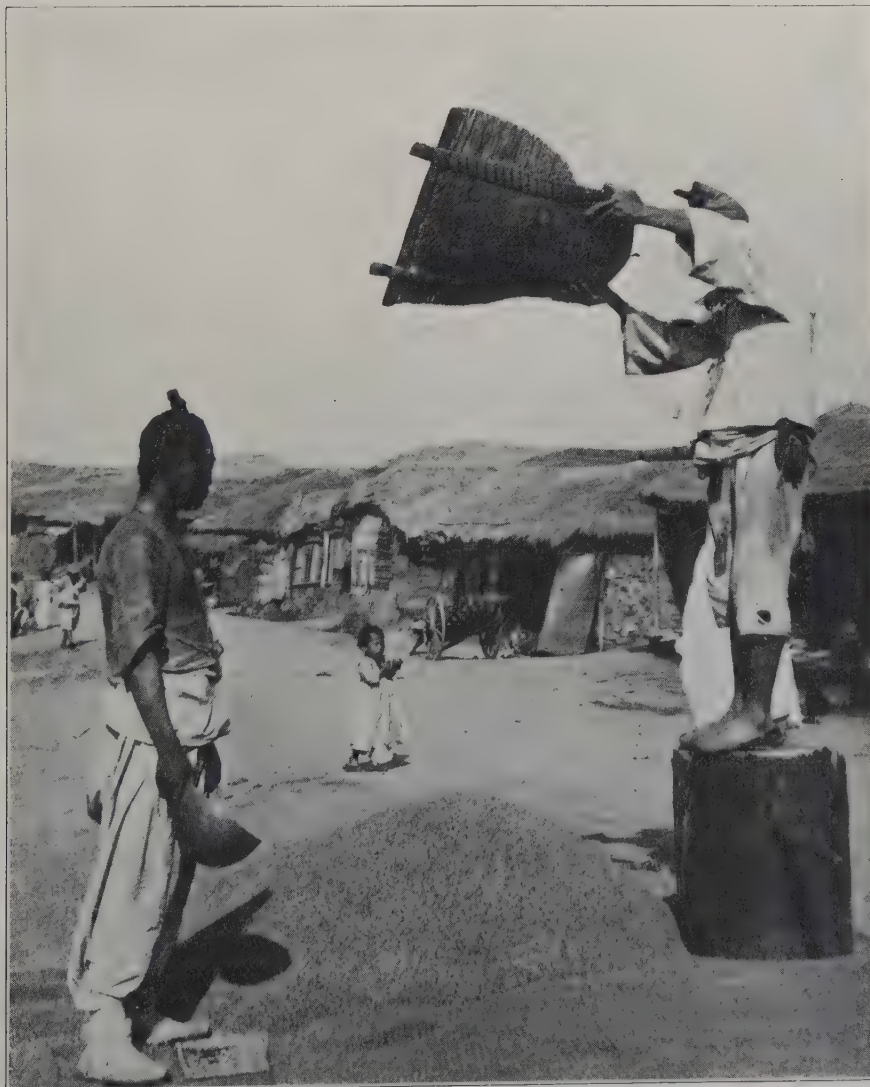
KOREANS WINNOWING Barley.

In no country in Asia was the foreigner barred out more completely than in Korea. Protected on the north by the Japan Sea and on the south by the Yellow Sea, the Koreans have maintained their isolated position undisturbed for centuries.

Education as we know it does not exist. Only the children of the nobility are permitted to go to school, and their studies consist of the mastering of the Chinese language, a life-long task, and the memorization of the teachings of ancient Chinese philosophers.

The agricultural methods are in keeping with the ignorance of the people. The ground is cultivated with crude wooden plows and with short-handled hoes. Rice is the principal crop, although wheat, barley and oats are important cereals. The grain is cut with scythes, carried to mud threshing floors, and threshed with flails. In order to separate the kernels from the chaff, the grain is tossed in the air on a windy day, as is shown in the engraving.

This picture was taken in a street in Chemulpo, the principal seaport of Korea. The low stone huts thatched with rice straw, the raggedness and dirtiness of the men, give vivid evidence of the squalor of "The Hermit Kingdom." Since the Russo-Japanese war, Japan has been exercising suzerainty over Korea and under the progressive, energetic rule of the Nipponese, it is to be hoped that Korea will be awakened from her slumber of centuries and will gradually adopt the improvements of modern civilization.



Copyright by Underwood & Underwood, New York.
Koreans Winnowing Barley in the Streets of Chemulpo.

WEIGHING GRAIN.

The Interstate Commerce Commission has just issued a report of its investigation of the methods employed by carriers in weighing freight. The Commission found that in a large majority of instances railway weights were inaccurate. Three-fourths of all the track scales in use in this country were found to be of defective design or improperly installed. Less than one-fourth were properly inspected. Not more than 10% were accurately tested, and most were not in any real sense tested at all. The stenciled tare weights were found to be wrong on 80% of all cars.

The Oregon railroad commission employed a track scale inspector, who reported that out of 40 scales he found only one that he could pass without readjustment. This was a privately owned scale and did not belong to any railroad. Some of the scales inspected varied from 40 to 1200 lbs. from the correct weight. Not one of the scales he looked at was, in his judgment, properly installed, and all of them exhibited defects that caused the scale to give the wrong weight.

The Commission devoted considerable attention to the methods of weighing grain. It found that grain is usually weighed at the country elevator, where it is received from the producer, and that it is invariably weighed by some elevator at the primary grain market. These weights are accepted by all parties as correct and are also taken by the railroad in assessing its charges, although some carriers rely on their track weights. The Commission found that the scales and weighmasters at the primary markets were usually under the supervision of a chamber of commerce, or sometimes the state or municipality; and that the weights are accurate and few complaints are made.

The situation at Chicago received the Commission's particular attention. It found that, while the grain which was received and weighed at the elevators was subject to the supervision of the Chicago Board of Trade and was satisfactorily handled, on account of the great extent of Chicago and the location of the elevators, a very large amount of grain entering the city was weighed in wagons upon platform scales. These scales are owned and operated by the railroad and the shippers complain that the weights so gotten are not accurate.

The Commission found that the scales are generally carelessly and improperly operated by the railroad employees, and that they were not properly tested and inspected. It found that a considerable proportion of the grain was lost through spilling; and that because of the carelessness in weighing, cars unloaded upon team tracks and weighed in this manner invariably showed a considerable shortage. As a consequence grain men were prejudiced against team track delivery.

The railroad is not responsible for the careless unloading of the grain, although it could easily instruct its employees to require that this be carefully done; but it is responsible for the weighing of the grain. The Chicago Board of Trade was found to be willing to take over the inspection and operation of the wagon scales, as many of its members handled team-track grain. Such an arrangement would relieve the carriers of responsibility for weights, it would insure to them more accurate weighing, and it would also enable the Board of Trade to supervise the handling, as well as the weighing, of the grain.

The Commission recognizes that the large loss now occurring in the handling

of grain at team tracks in Chicago should be stopped, and recommends, for the benefit of all concerned, that the wagon scales be placed under the supervision of the Chicago Board of Trade.

ILLINOIS-INDIANA DEALERS at Danville.

A joint meeting of grain dealers, members of the Illinois and Indiana ass'n's, was held in the office of R. B. McConnel, Danville, Ill., Tuesday, Aug. 5th.

There was a good attendance and great interest in reports on the condition of corn, the yield of oats and the prospects of very limited business for the territory. General reports indicated a yield of 10 to 12 bus. per acre for oats, of very light quality. A variety of opinions in regard to the growing corn, mostly of a pessimistic character, were expressed. However, a few dealers seemed to think that with rains soon a fair crop of corn would be produced. It developed that very little old corn remains in the hands of producers.

A suggestion had been made at a former meeting, that a "get together banquet" be held in Danville, to which dealers in adjacent territory, on both sides of the state line, be invited, with a view of cultivating a fraternal and friendly feeling among members of the trade.

The subject was discussed, a motion made and carried unanimously, that a banquet of country grain shippers be held in Danville Thursday, Oct. 2nd, the place to be selected and notice given later.

While this is planned to be a banquet of country shippers, invitations will be extended to the trade, including representatives of the trade journals, receivers, track buyers, brokers and traveling representatives of grain merchants.

Invitations to the banquet will be sent out and acceptance requested, as the committee will only make arrangements to cover the number who accept.

On motion the chairman was authorized to appoint a committee to have general charge of the banquet. The chairman appointed Fay R. Current, Homer, of the firm of J. M. Current & Sons; Frank Jones, Ridge Farm, manager for the Farmers Elevator Co., and P. J. Wolf-ram, Marshfield, Ind.

By motion, the committee were authorized to add to their number or to call upon any one grain dealer in the territory for assistance.

Sec'y C. B. Riley, of the Indiana Grain Dealers Ass'n, Indianapolis, and Sec'y S. W. Strong, of the Illinois Grain Dealers' Ass'n, Urbana, were among those present, and each tendered to the committee their earnest assistance in preparing the banquet.

FUTURES TAX will be tried first on the dog. Its evil effect on the cotton trade will become so apparent that no misguided legislator can gain support for a similar measure applicable to grain exchanges. Cotton dealers have the sympathy of grain handlers in their affliction.

THE WEATHER BUREAU has been placed in charge of Professor Charles Marvin. The new chief is the inventor of many instruments used by the bureau and has been employed in the bureau since 1884. Professor Marvin states that hereafter more attention will be paid to weather reports and forecasts as they affect agriculture.

CONDITION OF CAR AT Destination.

The Nineteenth Annual Convention of the Illinois Grain Dealers' Ass'n, held in Peoria, June 1912, adopted the following resolution:

"Whereas, Many of our markets furnish the shipper with a certificate of car conditions in addition to the regular certificates of weight and inspection; and,

"Whereas, It is a well established fact that in filing claims the addition of a certificate of the physical condition of the car is invaluable in fully establishing the validity of the claim; therefore, be it

"RESOLVED, That the Secretary of this Ass'n is hereby directed to correspond with those markets not now furnishing certificates and endeavor to secure the enactment of a rule which will result in that market furnishing the shipper with a certificate showing the physical condition of the car."

Secy. S. W. Strong reports the practices and methods of inspection of the physical condition of cars on arrival at the following named markets:

BALTIMORE: This market furnishes a weight certificate on which the car number, initial, weight, and contents, and also the seal record, and full description of condition are given.

CINCINNATI: A complete record of car condition and the seal record is furnished on the weight certificate.

CHICAGO: The matter has been presented upon the Grain Committee and the Weighing Department of the Chicago Board of Trade at various times; but without definite result up to the present.

CLEVELAND: A record of condition and seals is preserved and when car is leaking or out of condition a report is furnished, otherwise not unless requested by the shipper.

DETROIT: The inspection certificate shows the seal record and car condition and the weight certificate bears a record of the seals and condition at the time of unloading.

EVANSVILLE: W. H. Small & Co., say, "It is the custom at our elevator to make certificates of weight on all inbound stuff, showing not only the condition of the car, but car seals, numbers and all the information that could possibly be desired."

INDIANAPOLIS: This market has offered to co-operate with the Indiana and Illinois shippers in obtaining a physical examination of all cars inspected in that market for a fee of approximately ten cents a car.

MILWAUKEE: The matter of physical condition report and seal record is under consideration by the committee on weights and inspection and it is practically certain that a system will be inaugurated which will include a complete seal record.

NEW YORK: This market furnishes and keeps a record of a report on car condition. The fees being \$1.00 where they do the weighing and \$.75 where they do not.

PHILADELPHIA: Record of car condition is preserved and furnished the shipper at his request but no seal record is kept as they say it would mean the employment of more men and at present they can see no necessity for it.

TERRE HAUTE: At this market the Vigo Elevator furnishes a full report on the back of the weight certificates.

TOLEDO: The condition of the car and the seals are noted; but the initial and number of arrival seals are not taken. But they will do so if other markets furnish the same.

NEW ALBANY, IND.: A complete record is preserved and furnished on the weight certificates, including the seal numbers upon arrival.

THE OGDENSBURG TERMINAL Elevator, Ogdensburg, N. Y.

This modern fireproof elevator owned by the Ogdensburg Terminal Co. is located on the St. Lawrence River, and being the most easterly port in the United States accessible to the lake vessels, has a geographical advantage over many lake terminals. It is handicapped by one serious obstacle, that of the Niagara Falls, which eliminates the traffic of the larger lake vessels in bringing grain from the Western lake ports. Nevertheless, it receives considerable business from package freighters and the smaller lake vessels which can pass through the canal around the Falls. The Canadian Government has already commenced work on a deeper Welland Canal with large locks, and when this work is completed, vessels of 21 ft. draught will be able to reach Ogdensburg. The Ogdensburg Terminal will then participate in the advantages which the other eastern lake ports now obtain, with the additional advantage of considerably shortened rail haul to the seacoast.

The new elevator was built to replace the old wooden structure which was destroyed by fire in 1910. The present structure is built of reinforced concrete throughout and consists of a Marine Tower for unloading grain from vessels, a working house for elevating, weighing and shipping grain to cars and barges, a storage house with conveyors to and from the elevator and a brick power house, pump house and warehouse. The present elevator has a capacity of 500,000 bus. of grain but is so arranged that additional storage capacity to any reasonable amount may be added. The elevator uses portions of the pile foundation of the former house, additional piles being driven to take care of the extra load involved in a concrete building. The former power plant, reinforced by purchased electric power is used.

MARINE TOWER: The marine tower is of the stationary type, built at the slip end of the working house. Unlike most of the towers built up to this time, it is entirely of reinforced concrete; walls, floors, girders, roofs, bracing and machinery supports being constructed of this material. This tower houses a marine leg 85 ft. long, center of head to center of boot, together with garners, a 400 bushel scale, ship-shovel and clean-up machinery, with air compressor for operating the shovels. The marine leg has a capacity of 18,000 bus. per hour on the dip, this capacity being reduced only by the time required to bring grain to the leg with the shovels in cleaning the hold. After being weighed the grain drops into a lower garner, from which it is spouted over to a loftier leg just inside the working house. This leg elevates the grain to the top of the cupola, whence it is spouted either to bins in the house or to belts running out over the storage tanks, or grain may be loaded directly into railway cars.

WORKING HOUSE: The working house is 72' 0" long by 25' wide, and 161' 0" high. It is divided into 25 rectangular bin spaces, five of which are taken up by elevator legs, stairs and drives. The remaining 20 bins have a combined capacity of 64,400 bus. The working house, like the marine tower, is entirely of reinforced concrete; walls, columns, girders, floors and roofs; only a small amount of structural steel being used for machinery supports. In addition to the loftier leg, there are two transfer or shipping legs, one of which can receive from any of the bins in the storage or working house and ship to cars on either of two loading tracks, the other receiving from any bin, ships through a 400-bus. scale to barges. The latter feature is particularly important at this terminal. Each of the shipping legs has a capacity of 10,000 bus. per hour.

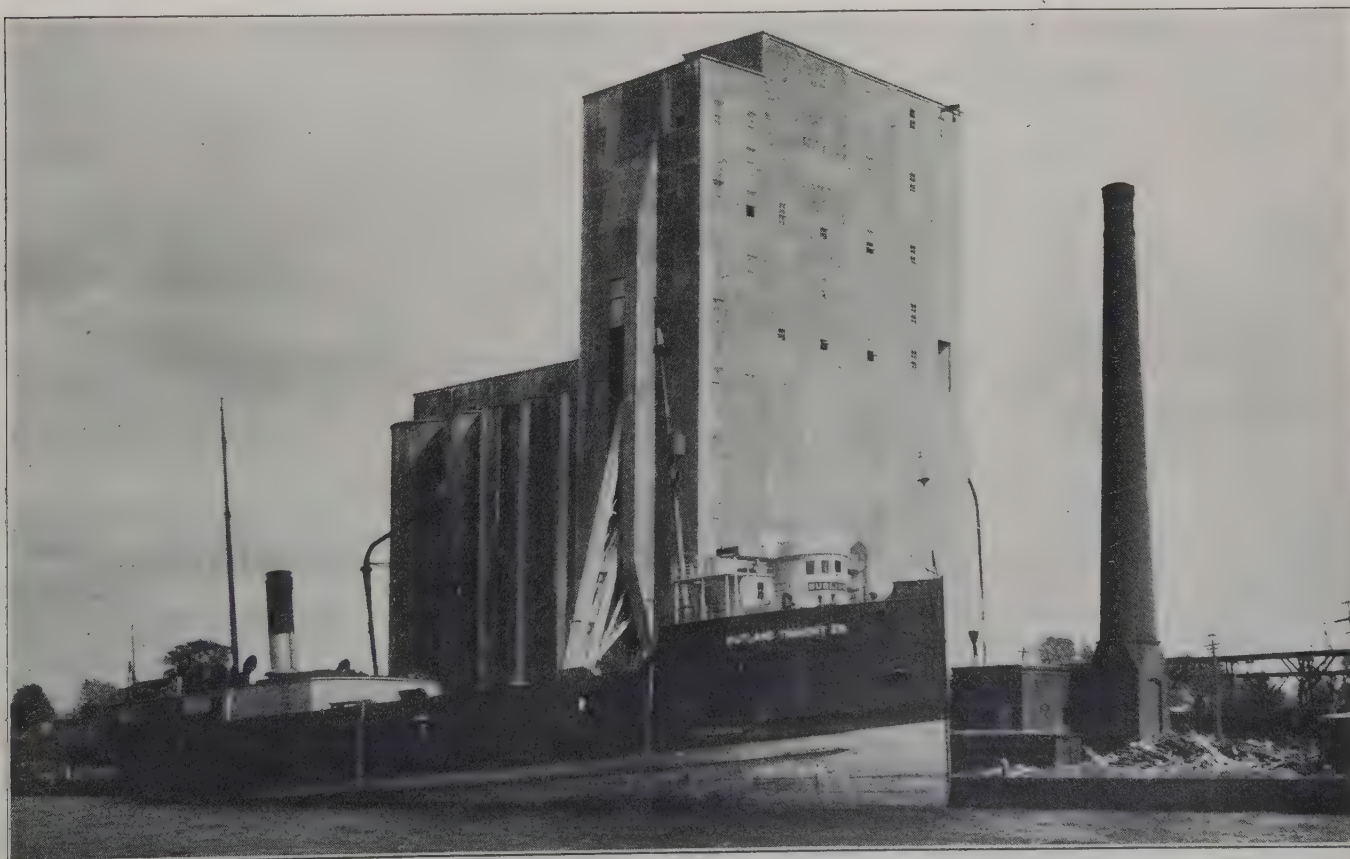
The car shipping leg discharges to a 2,000-bus. garner over a 2,000-bus. scale hopper on a 120,000-lb. scale. A warehouse separator is provided to do the necessary cleaning of grain. A heavy wire rope car puller is installed to handle the cars on the two shipping tracks and a haul back mechanism is furnished to draw the car puller cable back to the end of the tracks. With the exception of one auxiliary motor in the cupola, all the machinery is mechanically driven from the power house, manilla rope drives being employed.

STORAGE HOUSE: The storage house consists of 30 tanks 14 ft. in diameter and three tanks 23½ ft. in diameter, all being of reinforced concrete on a heavy double slab concrete foundation. The bin walls of the 14-ft. tanks are 6" thick and of the larger tanks 7" thick, all being carried to a height of 83 ft. above the upper foundation slab. The cupola above the storage bins is also of reinforced concrete throughout.

Four belt conveyors above the bins distribute the grain to the storage bins and five belt conveyors in the basement return the grain from the storage to the working house, a system of cross conveyors in the basement of the latter adding to the flexibility of the plant.

A complete system of electric lights and signals is installed.

GENERAL: This plant being built entirely of concrete is not only non-combustible, but completely fire-proof, and is one of the most substantial houses ever built. It has a receiving capacity from vessels of 18,000 bus. per hour, a shipping capacity of 100,000 bus. per day to barges, and at the same time can load cars at the rate of 60 to 80 per day. The entire plant was designed and constructed by John S. Metcalf Co.



Reinforced Concrete Elevator of the Ogdensburg Terminal Co., at Ogdensburg, N. Y.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Hayes-Shofner Grain Co. recently suffered \$200 loss by fire in its grain house.

CALIFORNIA.

Los Angeles, Cal.—The first transaction on the Los Angeles Grain Exchange was a sale of 6 tons of wheat by the Howard Brokerage Co. to the Excelsior Mills, July 23. All sales are by sample between members, and the trading hour is 11:45 to 12:15 o'clock. A valued part of the organization is the arbitration com'te.

San Francisco, Cal.—Receipts of grain at San Francisco during July included 12,993 tons of wheat, 7,422 tons of barley, 2,425 tons of oats, 123 tons of corn, and 21,459 sacks of beans, compared with 12,430 tons of wheat, 11,763 tons of barley, 2,755 tons of oats, 1,010 tons of corn, and 25,624 sacks of beans received in July, 1912.—Henry C. Bunker, chief inspector, Chamber of Commerce.

CANADA.

Pathlow, Sask.—Dawson & Rogers have built an elvtr.

Melita, Man.—Repairs are being made on the Ogilvie Milling Co.'s elvtr.

Wilkie, Sask.—Improvements are being made on the elvtr. of the North Star Elvtr. Co.

Brandon, Man.—The Canadian Northern Elvtr. recently was damaged by fire. Loss, \$4,000.

Fort William, Ont.—A grain drying plant costing \$8,000 will be erected here for F. A. Guy & Co.

Toronto, Ont.—Belley Bros. incorporated; capital stock, \$100,000, to operate elvtrs. and flour mills.

Jansen, Sask.—The Richardson Elvtr. Co. has completed an elvtr. to replace one burned recently.

Moose Jaw, Sask.—Construction has begun on the large elvtr. of the Metzger Seed & Oil Co.

Woodrow, Sask.—Six elvtr. companies have obtained sites on which to erect elvtrs. and coal sheds.

Toronto, Ont.—The Dominion Millers Ass'n will hold its annual meeting Aug. 28 in the Board of Trade Bldg.

Vancouver, B. C.—The Alberta Pacific Elvtr. Co. is not in business, having been succeeded by the Alberta Pacific Grain Co.

St. Catharines, Ont.—The Canadian Flax Mills, Ltd., of Toronto, will erect a plant costing \$150,000 if taxpayers ratify the bonus by the city council.

Toronto, Ont.—The Toronto Grain Exchange has been incorporated with Edward C. Fisher, Geo. W. Briggs and G. N. Shaver as provisional directors.

Sherbrooke, Que.—The Denault Grain & Provision Co. has been incorporated with \$150,000 capital stock, and G. H. Denault, of Fort William, Ont., as one of the directors.

St. John, N. B.—A permanent grain inspector will be stationed here the coming winter as the result of a conference between the Board of Trade and the Dominion Grain Commissioners.

Moose Jaw, Sask.—Plans for the new interior terminal elvtrs. to be erected by the government at Moose Jaw and Saskatoon have been prepared by the Barnett & McQueen Co. under direction of the Grain Commission. The houses will have very large storage capacity and contracts for construction will be let before Sept. 1.

Winnipeg, Man.—The Smith Grain Co., incorporated, to deal in grain and operate elvtrs. Capital stock, \$40,000; incorporators, Maurice K. Smith, M. H. Smith, R. Jacob and A. E. Moore, of Winnipeg, Man.

Stop-over privileges on grain at Toronto, Montreal and Outremont will be continued, the Dominion Railroad Commission, on request of the trade, declining to assent to the cancellation attempted by the carriers.

COLORADO.

Akron, Colo.—Thos. McAloon is enlarging his elvtr.

Millikin, Colo.—The Millikin Alfalfa Mill Co. is erecting a 3-ton alfalfa meal mill.

Pierce, Colo.—The Northern Colorado Elvtr. Co. will equip its elvtr. with a Hall Distributor.

Sterling, Colo.—The new elvtr. of the Farmers Elvtr. Mfg. & Supply Co. will soon be completed.

Johnstown, Colo.—We are the only dealers in the grain business here. We have recently added the handling of alfalfa meal.—W. T. Porter, mgr., Johnstown Milling & Elvtr. Co.

Sterling, Colo.—Instead of operating as the South Platte Grain Co., as reported in this column, U. G. Parker will operate under the name Harris & Co., to avoid conflict with another company.

IDAHO.

Filer, Ida.—This company has sold its mercantile business, but will now devote all its time to the grain and hay business.—Idaho Store Co.

Roberts, Ida.—The Farmers Ass'n is organizing here, but up the present time has not started to build and has done no shipping.—Deahl Bros. Elvtr. Co.

Genesee, Ida.—Altho our Mr. Wood, who had been manager since the incorporation of the company, passed away in May, our business will continue.—J. G. Wright, pres. C. E. Wood Co.

Lewiston, Ida.—The reports being circulated that Joseph Alexander had died are untrue. He is enjoying the best of health at the age of 76 years. Michael, a brother of Joseph, died July 19, at his home in this city at the age of 73 years. He had retired from business several years ago.

ILLINOIS.

Kemper, Ill.—L. T. Elliott has succeeded Geo. W. Ruple.

Millersville, Ill.—J. C. Terry has succeeded Alex Hillman.

Cary, Ill.—Wulff Arps' elvtr. is being repaired and covered with new siding.

Joliet, Ill.—The Joliet Grain Co. recently suffered small loss by fire in its stables.

Loami, Ill.—M. F. Murphy of Springfield is having an elvtr. built on the site of the burned elvtr.

Champaign, Ill.—Isaac H. French of I. H. French & Co., grain brokers, died July 9 of paralysis.

Thomasboro, Ill.—Repairs on the elvtr. of the Farmers Grain & Lumber Co. have been completed.

Arcola, Ill.—R. A. Clisby of Decatur, formerly grain buyer here, is seriously ill with pneumonia.

Monroe Center, Ill.—C. A. Crosby is putting in dump scales and making extensive changes in his elvtr.

Lee, Ill.—The Neola Elvtr. Co. has succeeded Dickinson & Lewis, who continue in business at Creston.

Cabery, Ill.—Porch & Adams are having their elvtr. repaired by the Burrell Engineering & Construction Co.

Wilton sta., Manhattan, p. o., Ill.—The Farmers Grain & Supply Co., of Peotone, has succeeded the Truby Grain Co. at Wilton.

Lee, Ill.—J. E. Johnson is putting an electric motor in his elvtr. to replace the gasoline engine.—O. A. Halsne, agt. Neola Elvtr. Co.

Elkville, Ill.—I bot the interest of Henry Horns in the elvtr. at this place and will make repairs in about 8 months.—S. I. Castleton.

Toluca, Ill.—I have bot the interest of Mr. Davison and on July 1 took possession of the elvtr. of Davison & Livingston.—R. M. Livingston.

Lisbon, Ill.—The Morris Grain Co., of Morris, contemplates building an elvtr. if the electric line is extended 2 miles from Central to Lisbon.

Walnut, Ill.—We are installing railroad track scales, gravity loading spout and cleaning machinery.—S. P. Cunningham, mgr. Walnut Grain Co.

Milford, Ill.—I have succeeded my brother, W. H. Hutchins at this station. My son, E. Verne Hutchins, will be manager.—L. T. Hutchins.

Kewanee, Ill.—C. A. Wylie will erect an elvtr., as the building of a new depot necessitates the removal of both elvtrs. from the right of way.

Martinton, Ill.—The Farmers Elvtr. Co. has elected R. F. Cummings of Clifton pres., L. H. Baron vice pres., and J. W. Schroeder, sec'y-treas.

Lincoln, Ill.—Frank B. Gordon, traveling representative of Ware & Leland, Chicago, in Illinois, Iowa and Indiana, died of cancer Aug. 5, aged 44 years.

Petersburg, Ill.—I own the Five Points Elvtr. and have leased the elvtr. formerly operated by D. G. Frackleton & Co. at Petersburg.—F. C. Wilson.

Chatworth, Ill.—Glabe & Glabe have installed in their elvtr. an electric motor of 10 h. p., of the 3-phase type and using current at 225 volts pressure.

Peoria, Ill.—Geo. W. Thomas, formerly interested with T. A. Grier in the grain business and later a grain broker in New York, died recently at Wortham, Miss.

San Jose, Ill.—Allen Farmers' Elvtr. Co. incorporated; capital stock, \$10,000; incorporators, Hubert I. Ingersoll, E. V. Ingersoll, Henry Warner, Isaac Reed and others.

Watska, Ill.—Connelly & Gilmore have engaged in the grain business. Cecil Gilmore has bot the interest of G. M. Duzenberg in the firm of Duzenberg & Connelly.

Maple Park, Ill.—We have installed a loader, put a new roof on the elvtr. and are putting up some new coal sheds besides making minor repairs.—Nelson & Fraser.

Harvel, Ill.—The Farmers' Grain Co. intends to rebuild the approach to its elvtr. It is a separate company from ours.—E. W. Bockewitz, sec'y-treas. Harvel Grain, Hay & Supply Co.

Green Valley, Ill.—The elvtr. of the Farmers Grain & Coal Co. burst recently, spilling 3000 bus. of new wheat on the ground. The contract to rebuild the elvtr. was let to R. A. Hilling.

Ulah sta., Souders p. o., Ill.—What is believed to be the largest load of oats received in an elvtr. was unloaded recently at the elvtr. of W. L. Johnston, and consisted of 119 bus. 12 lbs.—G. T.

Conlogue sta., r. f. d. Paris, Ill.—We have recently had constructed for us at Conlogue by the Reliance Construction Co. an up-to-date, ironclad elvtr. equipped with Western machines, Fairbanks-Morse Engine.—Rudy & Co., Paris.

Peoria, Ill.—Recent transfers of membership in the Board of Trade are: C. W. Greensfelder to B. H. Peters, James F. Parker to John M. Van Nuys and Joseph P. Griffin to F. G. Coe.—John R. Lofgren, sec'y Peoria Board of Trade.

Monticello, Ill.—Roy Jones, who recently resigned the management of the Monticello Grain Co., a co-operative company, contemplates building an elvtr. at Allerton switch between Monticello and Cisco. He already has an interest in elvtrs. at Lodge and Galesville.

Cairo, Ill.—The Halliday Elvtr. Co., grain dealers, and H. L. Halliday Milling Co., millers, have no connection with one another, as erroneously stated in the reports being circulated. Mr. H. E. Halliday is again in charge of the H. L. Halliday Milling Co.—H. L. Halliday Milling Co.

Van Patten, Ill.—A. G. Van Patten, promoter of the Farmers Elvtr. Co., and organizer of the Mexican Development Co., filed a petition in bankruptcy at Freeport July 22. Liabilities, \$122,000; assets, \$49,000. His interest in the elvtr. of Van Patten and Hess was disposed of some time ago to his partner.

Springfield, Ill.—The new good roads commission, composed of A. D. Gash of Chicago, Jas. Wilson of Woosung and S. E. Bradt, took office Aug. 6 as the successor of the old highway commission, and will plan the expenditure of the \$1,000,000 now available for the improvement of roads in every county of the state.

Jenkins Switch, Clinton p. o., Ill.—Two elvtrs. of the Jenkins Grain Co. burned at 5 p. m. July 24, with 800 bus. of oats, 320 bus. of wheat and several gasoline engines. Mgr. Brown was at the Illinois Central depot, where he is also ticket agent, at the time of the fire, which started from a spark from a locomotive engine. Loss, \$7,000; insurance, \$3,500. One of the elvtrs. had been remodeled a year ago. The company has not decided whether to rebuild.

Morris, Ill.—The Morris Grain Co. is building at Wilson's Siding on the Chicago, Ottawa & Peoria traction line an elvtr. composed of four hollow tile tanks each 16 ft. in diameter and 42 ft. high, the space between the tanks being utilized for work floor and office. Roof and floors will be concrete, all elevator legging will be metal and the only wood in the building will be the office furniture and the track for manlift. Both power and heating will be electric.—G. T.

Warsaw, Ill.—The Farmers' Grain & Supply Co. has completed a 25,000-bu. iron-clad elvtr. with reinforced concrete foundation. It is equipped with one No. 33 Western Gyating Cleaner, No. 24 Western Sheller, 2,000-bu. Fairbanks Automatic Scale, 5-ton Fairbanks Wagon Scale with type registering beam, 2 G. E. Motors, one of 10 h. p. and the other 15 h. p., Sidney Manlift, 2 stands of elvtrs. and 2 Hall Distributors. Work on this elvtr. commenced July 5 and was completed on July 26. The Younglove Const. Co. had the contract.

Peoria, Ill.—Receipts of grain at Peoria during July included 248,701 bus. wheat, 768,832 bus. corn, 778,300 bus. oats, 160,200 bus. barley and 26,400 bus. rye; against 145,000 bus. wheat, 916,231 bus. corn, 586,751 bus. oats, 67,631 bus. barley, and 3,600 bus. rye during July, 1912. Shipments for the month included 156,000 bus. wheat, 257,222 bus. corn, 853,468 bus. oats, 109,300 bus. barley, and 6,000 bus. rye; against 46,483 bus. wheat, 701,120 bus. corn, 719,887 bus. oats, 58,367 bus. barley and 2,400 bus. rye during July, 1912.—John R. Lofgren, sec'y Peoria Board of Trade.

CHICAGO NOTES.

Julian McDermid has gone with the Bowman Grain Co.

James W. Gordon has entered the employ of Ware & Leland in their cash grain department.

Miles Gibbons, father of Chief Grain Inspector John P. Gibbons, died recently, aged 85 years.

The rate of interest for advances upon 3s/L has been set by the finance committee of the Board of Trade at 6 per cent per annum.

Three cars of new spring wheat were received by the W. A. Fraser Co. Aug. 4 from Northern Illinois, and graded No. 3 velvet chaff.

New members who have recently joined the Illinois Grain Dealers Ass'n are O'Brien & Lambert of Morse, Buda p. o., and Oreana Grain Co., of Oreana, Ill.

The Chicago Grain & Salvage Co. has been formed by Alexander Austin and Clarence E. Fox, with offices in the Traders Bldg., to handle damaged grain, principally for the insurance underwriters.

CHICAGO CALLERS: R. H. Drennan, pres. Oklahoma Grain Dirs. Ass'n, Oklahoma City; J. S. Hutchins, Ponca City, Okla.; and R. H. Conyers, of Oklahoma City; S. W. Strong, Urbana, Ill., sec'y Ill. Grain Dealers Ass'n; F. E. Guffin, Paw Paw, Ill.; Wm. F. Werner, Daffoe, Sask.

Application for membership in the Board of Trade has been made by W. A. Worth, Claude H. Sayle, Chas. W. Cooper, Homer C. Dychman and E. G. Dunn. Earle G. Rapp, Watson D. Moore and William Mills have been admitted to membership. The memberships of the T. W. Browning estate, Jos. Schneberger, Jas. R. Godman, Carey T. Harney, Earl E. McConnell, Chas. G. Curtiss, Harry F. Todd, Philip A. Graf and Fred W. Dean have been posted for transfer. Memberships are selling at \$2,150 net to buyer.

Chicago received during July 10,000,000 bus. wheat, 6,379,000 bus. corn, 10,000,000 bus. oats, 186,000 bus. rye and 1,926,000 bus. barley; against 3,435,100 bus. wheat, 5,945,200 bus. corn, 5,849,000 bus. oats, 51,100 bus. rye and 262,500 bus. barley during July, 1912. Shipments during July have been 5,669,000 bus. wheat, 8,465,000 bus. corn, 9,653,000 bus. oats, 76,000 bus. rye and 192,000 bus. barley; against 2,659,000 bus. wheat, 6,299,000 bus. corn, 6,088,000 bus. oats, 15,500 bus. rye and 70,700 bus. barley for July, 1912.

INDIANA.

Kennard, Ind.—John Hahn has bot an elvtr.

Losantville, Ind.—Teegarden & Powell have succeeded Teegarden & Dickey.

Stroh, Ind.—I bot an elvtr. here of Parr and may make some repairs.—A. C. Hutchins.

Columbia City, Ind.—The Farmers Equity Exchange has been formed to buy the old elvtr. or build.

Indianapolis, Ind.—Fred Winders has been denied admission to membership in the Board of Trade.

Fulton, Ind.—L. G. Holz on Aug. 4 succeeded A. D. Toner in the elvtr. and lumber business.—J. E. Snapp, mgr.

Rochester, Ind.—The elvtrs. at this place were damaged in the storm and are being repaired.—A. D. Toner, Fulton.

Fiat, Montpelier p. o., Ind.—Chas. W. Todd of Funkirk has succeeded the Fiat Mill & Elvtr. Co., buying the elvtr. of E. E. Helm, L. E. Maddox and Andrew Foust.

South Bend, Ind.—The L. S. & M. S. R. R. Co. has let the contract to Peter Schumaker to demolish the old grain elvtr. and erect on the site an addition to the freight house.

Peru, Ind.—The old canal elvtr. of the E. H. Shirk estate, built in 1843, of frame with walnut timbers, when the Wabash & Erie Canal was dug, has been condemned by the state fire marshal.

Kokomo, Ind.—C. M. Barlow, whose elvtr. was burned July 7, has closed a deal for a new site and will erect an elvtr. equipped with up-to-date machinery. The loss was \$10,000, and the fire started from a spark from an engine.

Bentonville, Ind.—I have leased the elvtr. at Beeson's station from the Beeson Station Grain Co. and have bot the elvtr. at Bentonville of J. S. Hazelrigg, and will run them and the house at Cambridge City from my office at Milton.—T. J. Connell, Milton, Ind.

Indianapolis, Ind.—Sec. Riley announces that an outing for all grain men and Indiana grain men in particular will be given at Lake Maxinkuckee, Ind., either the last week in August or the first week in September. The exact date will be known in a few days.—S.

Culver, Ind.—We have rented our elvtr. and turned over all our business with the exception of coal to the Castleman-Williamson Co., who will engage in the grain, feed, flour and cement business.—Hawkins & Marshall, former operators of the Culver City Grain & Coal Co.

Indianapolis, Ind.—C. B. Riley, sec'y of the Indiana Grain Dealers Ass'n, is sending out a neat card to be hung up in the elevator office as a reminder not to store grain contrary to the Shively-Spencer law, and containing on one side appropriate verses on the evils of storing.

IOWA.

Anita, Ia.—J. A. Irving has completed his new elvtr.

Neola, Ia.—The Neola Elvtr. Co. will build an annex.

Cornell, Ia.—E. W. Oates & Co. are overhauling their elvtr.

Otley, Ia.—Ralph Henderson is building a 30,000-bu. elvtr.

Sibley, Ia.—H. L. Wheeler has bot the elvtr. of E. A. Brown.

Chatsworth, Ia.—I am agent for J. J. Mullaney.—Ed Jorgensen.

Superior, Ia.—Greig & Zeeman have installed an automatic dump.

Northwood, Ia.—L. A. Seelman is now mgr. of the Farmers Elvtr.

Cummings, Ia.—The S. E. Squires Grain Co. has remodeled their elvtr.

Hudson, Ia.—The Farmers Co-operative Elvtr. Co. is being organized.

Gruver, Ia.—Paul Graves will build an elvtr. of 25,000 bus. capacity.

Sac City, Ia.—The Farmers Grain Co. is building a feed warehouse.

Hann sta., Luverne p. o., Ia.—Fred Will is forming an elvtr. company.

Harris, Ia.—H. Lambert is active in organizing a farmers elvtr. company.

Elberon, Ia.—The Independent Grain & Lumber Co. is repairing its house.

Churdan, Ia.—The elvtr. of the Farmers Elvtr. Co. has been repainted.

Cambridge, Ia.—Inglis Bros. are equipping their elvtr. with a corn drier.

Britt, Ia.—H. H. Mullin will erect coal sheds in connection with his elvtr.

Atlantic, Ia.—The Farmers Grain Co. is out of business here.—G. H. Bunton.

Tama, Ia.—Wm. Brownley will succeed T. Berryman as mgr. of the Farmers Elvtr. Co.

Packwood, Ia.—The A. L. Hayes Elvtr. Co. is erecting a crib 50 ft. long and 45 ft. wide.

Britt, Ia.—An elvtr. to cost \$6,000 is being erected by the Farmers Industrial Union.

Voorhies, Ia.—Albert Simonsen has raised his elvtr., which had settled at one corner.

East Peru, Ia.—J. S. Hylton has erected an elvtr. in connection with his implement business.

Dallas Center, Ia.—Brenton Bros. have equipped their elvtr. with electric motors and lights.

Lytton, Ia.—The Farmers Elvtr. Co. is raising its building and making other improvements.

Greene, Ia.—Billy Greene has bot the elvtr. of Harry Drew and will take possession Aug. 15.

Page Center, Ia.—Daniels & Metts have let the contract to A. F. Roberts for a 10,000-bu. elvtr.

Ritter sta., Sheldon p. o., Ia.—Repairs are being made on the elvtr. of the Farmers Elvtr. Co.

Carson, Ia.—I am putting in a dump house and will put up an elvtr. later.—Roy Hammock.

Highview sta., Webster City p. o., Ia.—The Western Elvtr. Co. will reopen its elvtr. with H. M. McEwen of Plover as mgr.

Cedar Rapids, Ia.—The Cedar Rapids Grain Co. will erect an addition to its elvtr. 24x40 ft.

Ottosen, Ia.—Oscar Rossing, cashier of the bank at Rutland, has bot the elvtr. of Gilchrist & Co.

Eagle Grove, Ia.—A cement driveway is being put in at the elvtr. of the Farmers Elvtr. & Supply Co.

Cumberland, Ia.—Turner Bros. are installing an automatic scale and making other improvements.

Klemme, Ia.—August Lau has again taken possession of the elvtr. he had rented, and will buy grain.

Superior, Ia.—J. F. Dow & Co. are building an elvtr. to replace their old one.—Davenport Elvtr. Co.

Keosauqua, Ia.—Chas. H. Schreckengost has bot the grain house of G. W. Davidson and will buy grain.

Melcher, Ia.—We are building an elvtr. at this place, formerly Dallas.—Taylor & Patton Co., Des Moines.

Charter Oak, Ia.—We sold out here to the Farmers Elvtr. Co. and gave possession Aug. 1.—Wm. Mair & Co.

Rockwell City, Ia.—The Farmers Elvtr. Co. has bot a 10-h.p. electric motor to replace the gasoline engine.

Tipton, Ia.—John Strohbehn of Walcott has bot the elvtrs. of the John Dammann Co. at Tipton, New Liberty and Dixon.

Floyd Crossing, Ia.—The Hunting Elvtr. Co. is raising its house 12 ft., relining the interior and putting in a new engine.

Ireton, Ia.—Collins & Staben are laying a new foundation under the elvtr. and putting a cement floor in the engine room.

Gaza, Ia.—I have bot the elvtr. of the Wilkinson Grain Co., and the Wilkinsons will retire from business.—M. O. Hocum.

McPaul, Ia.—J. R. Bentley of Nebraska City, Neb., is rebuilding his elvtr. at McPaul, and G. H. Birchard is doing the work.

Doubleday sta., Charles City p. o., Ia.—A cribbed elvtr., 28x28 ft., is being erected here by the Hunting Elvtr. Co. of McGregor.

Robinson, Ia.—The Robinson Lumber & Grain Co., a co-operative company, is having an elvtr. built by the Newell Construction Co.

Calamus, Ia.—We are putting in a new dump scale and otherwise improving our elvtr.—D. E. Rusmisell, mgr. Farmers Elvtr. Co.

Knoxville, Ia.—A solid stone foundation has been placed under the elvtr. of the Seth Way Co., and a cupola 20 ft. high will be placed.

Little Rock, Ia.—R. H. Sietsma of Sibley will succeed Mr. Krueger as agt. for E. A. Brown.—W. O. Kingery, mgr. Farmers Elvtr. Co.

Blairsburg, Ia.—Farmers Elvtr. Co. has just completed remodeling its elvtr. and installing new leg. Younglove Const. Co. did the work.

Clinton, Ia.—Hutton & Collins have established a brokerage office in the Wilson Bldg., and will represent Lamson Bros. & Co., of Chicago.

Panora, Ia.—We are installing a 6-h.p. Fairbanks-Morse Engine and rebuilding our coal sheds and cribs.—W. E. Eaton, mgr. Farmers Elvtr. Co.

Rands sta., Rockwell City p. o., Ia.—The Farmers Elvtr. Co. started business Aug. 4.—Peter Greenfield, Jr., agt. Wright & McWhinney, Lohrville.

Cedar Rapids, Ia.—The Leonard Construction Co. has begun work on the grain storage tanks of the Quaker Oats Co., which will cost \$95,000.

Grinnell, Ia.—The Farmers Elvtr. Co. has employed C. N. Ogden as mgr. in place of Mr. Olson, who has taken a similar position at Grand Junction.

Kanawha, Ia.—I have bot the elvtr. of the J. & R. Grain Co., taking possession Aug. 1, and will make repairs and paint the house.—J. K. Johnson.

Grundy Center, Ia.—New foundations and new sills are being placed under the elvtr. operated by the Leibsohn Grain Co.

Wheelerwood sta., Mason City, R. F. D. No. 8, Ia.—I have leased the Wheelerwood Elvtr. from the Western Elvtr. Co., of Winona, Minn.—E. A. Ellis.

Sandyville sta., Ackworth p. o., Ia.—A 25,000-bu. elvtr. is being built by the Taylor & Patton Co., of Des Moines under the supervision of Geo. Sathoff.

Rock Rapids, Ia.—M. F. Curtis is my successor as mgr. for the Farmers Elvtr. Co. at Rock Rapids.—S. A. Nelson, mgr. Farmers Elvtr. Co., Geneva.

Oskaloosa, Ia.—The C. O. Patton Grain Co. has succeeded the firm of Patton & Hasenwinkle, Mr. Hasenwinkle having sold his interest.—C. O. Patton.

Hartley, Ia.—The Farmers Elvtr. Co. is putting in an automatic scale and manlift and making other improvements and contemplates enlarging its elvtr.

Zearing, Ia.—Pulley Bros. have let a contract to Younglove Const. Co. for a 20,000-bu. elvtr. of cribbed construction. A Sidney Manlift will be installed.

Storm Lake, Ia.—Geo. F. Wagner is remodeling his elvtr. The Younglove Const. Co. is doing the work, putting in new leg. new conveyor and new loading spout.

Hawkeye, Ia.—Thos. Beggs has resigned his position as mgr. of the Hunting Elvtr. Co. here, to go with the new Farmers Elvtr. & Supply Co. at Nora Springs.

Potter sta., Tama p. o., Ia.—We expect to convert this building into an elvtr. at an early date. It was moved on account of railroad using the ground.—O. P. Beale & Co.

Cushing, Ia.—We have repainted our elvtr., repaired the storehouse and replaced the bottom of the underpinning of the elvtr. with cement piers.—C. E. Lowry & Sons.

Newell, Ia.—M. Goltry & Co. are building their elvtr. several feet higher and making other improvements. Mr. Goltry has rebuilt his barn into a garage for his new automobile.

Wapello, Ia.—E. B. Cook began work June 16 erecting an elvtr. on the site of the house burned June 3, and on July 21 had the plant finished, taking in 35 loads of grain that day.

Minburn, Ia.—We will build a 20,000-bu. elvtr. right away on the site of the W. D. Haymond Elvtr., which we bot. I have been employed as mgr.—L. W. Sill, mgr. Farmers Elvtr. Co.

Grand Junction, Ia.—F. C. Harvey, who recently sold his elvtr. to the Junction Farmers Elvtr. Co., has other connections in the grain trade, but will continue to reside at this place.

Rock Valley, Ia.—P. A. Cummings, formerly auditor for the Hunting Elvtr. Co., does not expect to give the grain business much attention in the future and will spend the winter in the west.

Hawarden, Ia.—The Farmers Elvtr. Co. is installing a 1,500-bu. Fairbanks Automatic Scale, 10-h.p. G. E. motor and new transmission machinery. The Younglove Const. Co. is doing the work.

Estherville, Ia.—Chas. F. Carpenter has resigned his position as deputy sheriff to manage the elvtr. of the Great Western Elvtr. Co. in my place, and I will go to Montgomery for B. B. Anderson.—Sidney E. Bemis.

Winterset, Ia.—M. Young & Co. are bldg. a 15,000-bu. annex to their present elvtr. The new plant will have 2 stands of legs and two 10-h.p. electric motors. The Younglove Const. Co. is doing the work.

Woodward, Ia.—W. W. Horras has installed a 25-h.p. three-phase General Electric Motor, taking the place of an 8 and a 12-h.p. gasoline engine, and using current from the interurban railway circuit. An addition, 24x42, has been built, and a new cleaner, sheller, elevator leg and screw conveyor for oats have been installed, as well as a new loading out scale.

Mingo, Ia.—The S. E. Squires Gr. Co. is building a 30,000-bu. cribbed elvtr. and installing a sheller and cleaner, Western Manlift and a 20-h.p. gasoline engine.

Burchinal, Ia.—We have thoroly overhauled our elvtrs. and have built office and flour and feed rooms. We are putting in a new Howe Scale; all at an expense of \$1,500.—Farmers Co-operative Society, S. B. Beeman, mgr.

Hartford, Ia.—The Taylor & Patton Co. is building a 25,000-bu. cribbed elvtr. on concrete foundation, and is installing a Western Sheller, Cleaner and Manlift, also a 20-h.p. gasoline engine. Geo. Sathoff is superintending the work.

Nora Springs, Ia.—The Farmers Elvtr. & Supply Co. has bot and taken possession of the elvtr. of H. C. Hamilton. The company was recently incorporated with A. L. Spotts, pres., and W. E. Gaylord, sec'y. Thos. Beggs will be mgr.

Macksburg, Ia.—Sumner White of Orient has let the contract to the Younglove Construction Co. for a 25,000-bu. cribbed elvtr., iron clad and to be equipped with 15-h.p. Fairbanks Oil Engine, Fairbanks Automatic Scale and Sidney Manlift.

Turin, Ia.—The Trans-Mississippi Grain Co. will incorporate its elvtr. with a capital stock of \$12,000, a number of farmers becoming interested, under the name Turin Elvtr. Co., which will handle all kinds of grain, feed and seeds.—S. W. McMaster.

Burlington, Ia.—An inspection and weighing department is being organized by the Board of Trade. The Board will follow the system of weighing and inspection of Mr. Powell of Omaha. H. Aabel has been appointed chief of the department.

Modale, Ia.—Myself and Mr. Kelly of the Nye-Schneider-Fowler Co. have formed a company and are buying grain, using a portable elvtr. We intend to build an elvtr. in the spring. I am no longer agt. for the Urdike Grain Co.—W. M. Sharpnack.

State Center, Ia.—The Quaker Oats Co. is having a 35,000-bu. elvtr. erected by the Younglove Construction Co. to replace the house burned June 4. The equipment includes 10-h.p. Fairbanks Electric Motor, 200-bu. Howe Hopper Scale and Eagle Dump.

Laurens, Ia.—The Farmers Trading Co. has finished the addition to its elvtr., 23x24 ft., 44 ft. high, equipped with dump and automatic scale. The addition is cribbed, of 20,000 bus. capacity and iron clad. The Younglove Construction Co. had the contract.

Waterloo, Ia.—The large mill of the Waterloo & Cedar Falls Union Mill Co. at Cedar Falls will be rebuilt. The company recently elected the following new officers: Pres., F. F. McElhinney, Waterloo; vice-pres., Roger Leavitt, Cedar Falls; sec'y, and mgr., W. J. Peddicord, Waterloo.

Sioux City, Ia.—The Anchor Grain Co., of Minneapolis, will establish an office in the new Davidson Bldg., with Paul Larson of Wakefield, Neb., as mgr. The McCaull-Webster Elvtr. Co. will remove its headquarters from Minneapolis to Sioux City, with offices in the new Davidson Bldg.

Marietta sta., Marshalltown p. o., Ia.—One end of Bowles & Billings' elvtr. burst out recently under the weight of the wheat, of which 1,500 bus. flowed out upon the ground. The grain was scooped up, recleaned and stored in the opposite end of the house until repairs cud be made. Damage to building, \$25.

Des Moines, Ia.—The merchants of this state are indeed fortunate. Chapter 62 of the Acts of the Thirty-fifth General Assembly provides, "That hereafter it shall be unlawful for any temporary or transient merchant to engage in, do or transact any business as such within any city or incorporated town without first having obtained a license." The peddlers, auction fakirs, fire sale swindlers and scoopers are all in the same class and will not be tolerated if the local merchants are alive to their own interests.

Burlington, Ia.—We have acquired the Burlington Elvtr. and expect to commence operating it about Aug. 1. The house is being put in first-class repair and a sprinkler system will be installed. W. H. Harrison is superintendent.—F. S. Cowgill, pres. Trans-Mississippi Grain Co., Omaha, Neb.

Van Cleve, Ia.—C. Tigges, who sold out to me Jan. 1, is now out of business, and residing at Melbourne, Ia. I have rebuilt my elvtr. approach and am now wrecking an unused elvtr. here and preparing to build coal houses and a building for a line of flour and feed which I will take on this fall.—A. A. Cook.

KANSAS.

Cuba, Kan.—Richard Heinen has succeeded Janasek & Co.

Preston, Kan.—E. M. Black will engage in the grain business here.

Axtell, Kan.—D. E. O'Neill has taken down and will rebuild his elvtr.

Elyria, Kan.—Colburn Bros. of McPherson have bot the elvtr. of F. P. Hawthorne.

Sterling, Kan.—The Kansas Grain Co. will erect an elvtr. of 25,000 bus. capacity.

Greensburg, Kan.—J. C. Trost is now mgr. of the elvtr. of the Larabee Milling Co.

Wichita, Kan.—The Moffatt Commission Co. has removed its offices to the Sedgwick Bldg.

Ft. Scott, Kan.—The Mead Grain Co. will erect a large elvtr. and increase its business.

Salina, Kan.—H. M. Stover has succeeded R. H. Allerton as supervising state grain inspector.

Osborne, Kan.—Repairs are being made on the elvtr. of the Farmers Union Cooperative Ass'n.

Bronson, Kan.—The Noble Grain Co. will make some improvements in its elvtr.—Moran Grain Co., Moran.

Silica, Kan.—The Wolf Milling Co. has completed an extension of its old elvtr.—Thos. C. Anderson, mgr.

Moran, Kan.—We are putting in self-feeder in dump and rebuilding one stand of elvtrs.—Moran Grain Co.

Jamestown, Kan.—The Lindsborg Milling & Elvtr. Co. of Lindsborg has bot the elvtr. of the Jamestown Elvtr. Co.

Clearwater, Kan.—J. R. Senter having died, his elvtr. was sold this spring to the farmers.—T. J. Macredie & Sons.

Haggard, no p. o., Kan.—The A. Aitken Grain Co. of Cimarron, Kan., has equipped its elvtr. here with a Hall Special Elvtr. Leg.

Norwich, Kan.—The Kansas Flour Mills Co. has leased the elvtr. of the Norwich Grain Co.—R. Lowe, mgr. Cheney Grain Co., Cheney.

Wichita, Kan.—John H. Moore of Pond Creek, Okla., has purchased the membership of C. R. Howard in the Wichita Board of Trade.

Woodruff, Kan.—R. A. Gibson has succeeded John D. Jones as mgr. of the Minden Grain Co., operating elvtrs. at Minden, Neb., and Woodruff, Kan.

Dartmouth, Kan.—L. J. Degarmo, buyer for the Wolf Milling Co., took in 75 loads of wheat July 21, doing all the work himself, besides loading out two cars.

Blue Rapids, Kan.—The Farmers Grain & Live Stock Co., which recently bot the elvtr. of Saville & Huxtable, has been incorporated with \$10,000 capital stock.

Belle Plaine, Kan.—James Garrett has bot the elvtr. of Knox & Downs, Mr. Knox now buying for the Halstead Milling & Elvtr. Co., thru the elvtr. of Otto Weiss.

Topeka, Kan.—Authority to haul seed wheat free has been granted the railroads of Kansas by the Public Utilities Commission, to be effective in counties where the county commissioners have certified that the farmers are in need of help.

Damar, Kan.—The Farmers Union Grain Dealers Ass'n has been incorporated with \$5,500 capital stock by A. W. Hibbitts and others and has bot the elvtr. of the Kansas Flour Mills Co.

West Mineral, Kan.—The erection of elvtrs. here is being promoted by the Commercial Club, and the Kelso Grain Co. of Cherokee and another company have become interested.

Topeka, Kan.—Governor Hodges has declared war on the Kansas City Board of Trade. "If the newspapers will help I will try to induce Kansas grain shippers to throw their trade to interior state markets if the Kansas City dealers will not recognize our inspection. I believe we can turn from 10 to 25 per cent of the wheat away from Kansas City. That would be about the only resort we will have until the law can be amended."

Coffeyville, Kan.—We have leased the Coffeyville Elvtr., which has a handling capacity of 20 cars per day and 175,000 bus. storage, on the M. Pac. tracks, and will keep it open to the grain trade for transfer, cleaning and storage of grain at a fixed schedule of charges. We also intend to do a brokerage business. I am pres. and gen. mgr., T. E. Wagstaff, vice pres., and V. D. Wilson, sec'y-treas.—A. E. Wilson, pres. Wilson Elvtr. Co.

Wichita, Kan.—Receipts of grain at Wichita during July included 3,262,000 bus. of wheat, 62,400 bus. of corn, 52,500 bus. of oats, 22,000 bus. of kafir, against 1,925,400 bus. of wheat, 36,000 bus. of corn, 5,000 bus. of oats, 16,000 bus. of kafir during July, 1912. Shipments for the month included 2,545,600 bus. of wheat, 23,700 bus. of corn, 48,000 bus. of oats, 18,000 bus. of kafir, against 1,438,800 bus. of wheat, 24,000 bus. of corn, 5,000 bus. of oats, 14,000 bus. of kafir corn shipped during July, 1912.—Jas. H. Sherman, sec'y Wichita Board of Trade.

Topeka, Kan.—The state grain grading commission, which held its annual meeting July 29, established one new grade of wheat, straight turkey red. Among the minor changes was a lowering of the standard for No. 2 by removing the requirement for plump kernels. A. T. Rogers of Beloit, J. B. Nicholson of Topeka and A. C. Bailey of Kinsley are the members of the new commission. Rogers is the holdover member and Nicholson succeeds Thomas Page of Topeka. Bailey was appointed by Governor Hodges as a reward for a well-expressed criticism of the old commission's work.

Wichita, Kan.—Geo. Koch, chairman of the Board of Trade com'te which recommended the creation of a Board of Trade grain inspection buro, says "We are disgusted with the 'one horse' way that the state inspection buro has been doing things. The whole department is inefficient and should be abolished. In every test they make they miss the correct test by several pounds. I can go to the offices of almost any grain man in the Board of Trade and find records of where wrong tests have been given. Last week I had a car tested here and then sent it to St. Louis. The car was tested there by the chief inspector of the St. Louis Merchants Exchange and found to be off four pounds. That means a loss to me of practically \$75. If the tests on all my cars average \$50 I can soon see where I face bankruptcy. Other grain men are 'stung' the same way. We are starting off with exactly seven men, three more than the state has here in Wichita, and I am positive that our testing will come up to the exact mark." Board of Trade inspection was put in effect Aug. 1, with James Miller as chief inspector, and is proving very popular with the country shippers.

KENTUCKY.

Louisville, Ky.—E. G. Duckwall is erecting an elvtr.

Louisville, Ky.—Lee D. Irving has been reappointed grain inspector of the Louisville Board of Trade for another year.

Bowling Green, Ky.—S. M. Demmond, at one time active in the grain trade, died recently, aged 76 years.

Danville, Ky.—Anderson & Spillman have remodeled their mill and built a 30,000-bu. elvtr.—J. J. Cozart, Parksville.

Seebree, Ky.—G. H. Warren & Sons have acquired the elvtr. of the Seebree Light & Milling Co. and will erect an additional elvtr.

Louisville, Ky.—M. L. Walker & Co. will succeed S. C. Walker & Co., Mr. Walker retiring on account of ill health, while his son will continue the business.

LOUISIANA.

Slidell, La.—A grain elvtr. will be erected at this place by the Covington Grocery & Grain Co., of Covington, La.

New Orleans, La.—Ball teams from the Illinois Central and the Texas & Pacific Elvtrs. will play three games to decide the elevator championship.

Shreveport, La.—The plant of the Hammer-Busby Mill & Elvtr. Co. purchased by us will be run under the name of the Shreveport Mill & Elvtr. Co.—Henry Rose Mercantile & Mfg. Co.

Crowley, La.—The Farmers Ass'n Warehouse Co. was organized May 27 with \$10,000 capital stock and H. E. Buckley pres., Fred Merritt, vice pres., Geo. W. Naftel, sec'y-treas., and F. M. Milliken, mgr. The company bot the business of the Crowley Warehouse & Feed Co. All stockholders are members of the Southern Rice Growers Ass'n.—F. M. Milliken.

New Orleans, La.—July reports of grain from this port included 1,366,374 bus. wheat, 199,110 bus. corn and 388,312 bus. oats; against 1,164 bus. wheat, 228,000 bus. corn and 8,118 bus. oats for July, 1912. Since Sept. 1 the exports have been 15,621,168 bus. wheat, 4,252,000 bus. corn and 388,312 bus. oats; against 541,570 bus. wheat, 3,937,148 bus. corn and 44,756 bus. oats during the corresponding period of 1911-12, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade. Receipts of grain at New Orleans during June included 404,000 bus. of wheat, 326,000 of corn and 472,000 bus. of oats; compared with 26,000 bus. of wheat, 455,000 of corn and 144,000 bus. of oats received during June, 1912. Shipments for the month included 339,000 bus. of wheat, 49,000 of corn and 11,000 bus. of oats; compared with 85,000 bus. of wheat, 213,000 of corn and 3,400 bus. of oats.—H. S. Herring, sec'y Board of Trade.

MARYLAND.

BALTIMORE LETTER.

I have gone out of the commission business.—C. Bosley Littig.

The membership of Jas. T. Clendenin, deceased, in the Chamber of Commerce, has been transferred.

Samuel C. Wilson of the Baltimore Commission Co. has applied for membership in the Chamber of Commerce.

Booklets giving the names and addresses of the members of the Chamber of Commerce have been published by the executive com'te for distribution to the many who are inquiring for the information. Many shippers prefer to deal with exchange members on account of their known responsibility, and shippers who deal with others do so at their peril.

Receipts of grain at Baltimore during July included 2,065,310 bus. wheat, 205,408 bus. corn, 269,289 bus. oats, 708 bus. barley and 113,570 bus. rye; against 1,195,974 bus. wheat, 282,571 bus. corn, 305,937 bus. oats, 570 bus. barley and 3,218 bus. rye during July 1912. Shipments for the month included 1,253,605 bus. wheat, 41,289 bus. corn, 6,450 bus. oats, 43,675 bus. barley and 107,280 bus. rye; against 582,791 bus. wheat, 45,329 bus. corn, 219,522 bus. oats, no barley and no rye during July, 1912.—Jas. B. Hessong, sec'y Chamber of Commerce.

MICHIGAN.

Mayville, Mich.—Chas. Yokom and Chas. Galliver are erecting a grain elevator.

Detroit, Mich.—The Commercial Milling Co. has completed its large new elevator.

Monroe, Mich.—The Amendt Milling Co. has let the contract for a new elevator to cost \$35,000.

Perry, Mich.—Starks & Co., whose elevator burned July 6, have their new house ready for the roof.

Kalamazoo, Mich.—Glenn Kent has been elected mgr. and sec'y of the Kent Grain & Produce Co.

Portland, Mich.—J. H. Briggs has purchased the elevator of F. S. Lockwood for \$9,300 at auction.

Irving, Mich.—Manley Chase of Prairieville has bot and will make improvements on the elevator of Edward A. Johnson.

Owosso, Mich.—Fred Welch will move his elevator to the site of the old building of the American Farm Products Co., which will be taken down.

Sparta, Mich.—The Whalen Grain & Produce Co. has been incorporated with \$15,000 capital stock by Edward Whalen, B. McCarthy and others.

Port Huron, Mich.—An elevator to take the place of the house burned at Point Edward, Canada, may be erected here by the Northern Navigation Co.

Mulliken, Mich.—Albert Lawrence fell between a platform and a wagon at his elevator July 26 and was seriously injured, but has resumed his work.

Roscommon, Mich.—I am erecting a grain warehouse of cement concrete, 30x80 ft., and three stories high. I handle grain in carloads and ship out.—A. J. Price.

Detroit, Mich.—F. J. Simmons & Co. have added the hay business to their line, the appointment of Herbert Foster as hay inspector making the hay business more safe.

Leonard, Mich.—This company changed hands July 2 to Jossman, Lockwood and Cole and will be run under the same name by Jossman, Allen & Co., of Metamora.—Leonard Elevator Co.

Detroit, Mich.—W. H. Hart has re-entered the grain business under the name of Hart Grain Co., with offices in the Chamber of Commerce. He has had 12 years of practical experience and will handle grain, beans, hay and produce.

Saginaw, Mich.—W. A. Daley is installing 30 new bean picking machines and will employ 30 additional girls to operate these machines. He is installing the Giant Picker and the Ferrell Polisher. Mr. Daley succeeded F. J. Lohman in 1911 and his business has been a winner.

Detroit, Mich.—McLane, Swift & Co., who have removed to this city, will handle cash grain and consignments. They will buy direct in Ohio and Michigan, but will buy thru brokers in Illinois and Indiana. The firm was established at Union Mills, Ind., in 1889, and was known as G. L. McLane & Co. In 1900 the firm moved to Battle Creek, and will continue to maintain an office there, under the present name. All of the officers have removed their place of residence from Battle Creek to this city. T. W. Swift is pres. and gen. mgr.; D. M. Cash, sec'y; R. G. Pearce, traffic mgr., and Percy May, accountant.

MINNESOTA.

Breckenridge, Minn.—T. F. Donahue has bot the elevator of Kelly & Morgan.

Ortonville, Minn.—The North Star Boat Line is pushing the work on its elevator.

Sherburn, Minn.—An office of hollow blocks will be built by the Farmers Elevator Co.

Plainview, Minn.—R. A. Jones of Wabasha has bot the Western Elevator Co.'s house

Coleraine, Minn.—The Farmers Elevator Co. will put in a separator, conveyor and steel boot pan.

Hancock, Minn.—J. S. Danens has resigned the management of the Hancock Market Co.

Donnelly, Minn.—Repairs are being made to the elevator of the St. Anthony & Dakota Elevator Co.

Brook Park, Minn.—The Farmers Co-operative Ass'n has bot a warehouse of 5 cars capacity.

Stillwater, Minn.—Alexander Stundberg had his hand cut off by the machinery while working in the elevator of the Stillwater Equity Market Co.

Brandon, Minn.—The new Farmers Grain Co. has bot the elevator formerly operated by the Andrews Grain Co.

New Ulm, Minn.—Henry H. Theide has resigned the management of the Farmers Elevator to engage in other business.

Lewisville, Minn.—The Hubbard & Palmer Co. is having its elevator overhauled and H. Rempel will buy for that company.

Louisburg, Minn.—H. Johnson has been employed as mgr. of the Farmers Elevator Co. The Northwestern Elevator is closed.

Revere, Minn.—The Farmers Elevator Co. has bot the east elevator of Bingham Bros. and has engaged P. A. Pederson as mgr.

Ada, Minn.—I have removed from Buffalo Lake to Ada, where I am employed by the National Elevator Co.—A. R. Hecker.

Wanamingo, Minn.—Chas. Roe has been employed by the Farmers Elevator Co. of this place and Bombay to sell their grain.

Morgan, Minn.—E. W. Evans, formerly mgr. of the Farmers Elevator at Humboldt, S. D., will manage the Farmers Elevator at this place.

Freeport, Minn.—The newly organized Farmers Elevator Co. will begin business Aug. 15 with Aug. Wiechman pres. and Jos. Borgerding, sec'y-treas.

Tintah, Minn.—The Farmers Elevator Co. has been incorporated by Gustave Ahlstrom, R. C. Davison and others, and has bot the elevator of the Federal Elevator Co.

Hallock, Minn.—The St. Anthony & Dakota Elevator has been repaired and painted. The Imperial Elevator also will be painted.—S. Scott, agt. St. Anthony & Dakota Elevator Co.

Morgan, Minn.—We have just finished the building of a 5,000-bu. corn crib equipped with dump and elevator. We have overhauled the entire plant.—C. Green & Son.

Westport, Minn.—I have been overhauling our elevator, putting in a new leg belt and new cups and made some changes in the direct spout.—O. E. Krueger, agt. Monarch Elevator Co.

Donnelly, Minn.—I have leased the Farmers Elevator and will go into business on my own account.—J. S. Danens, formerly mgr. for the Hancock Market Co., Hancock, Minn.

De Graff, Minn.—Geo. W. Welch has resigned the management of the Farmers Elevator to engage in the grain business on his own account in the McQuade Elevator, which he has rented.

Fairmont, Minn.—The elevators of the Wohlheter Elevator Co. at Northrop, Fairmont and Huntley are now operated by this firm with headquarters at Fairmont.—E. W. Christianson & Co.

Borup, Minn.—I have removed from Thief River Falls to this place. Having rented two houses this year from the Thorpe Elevator Co., one at Borup and one at Gary, we will run them under the name of Temanson Bros.—G. K. Temanson.

Railroad Commissioner C. F. Staples says the new rates filed by the carriers in compliance with the decision of the federal supreme court will make an average saving of 1 cent per bu. on wheat shipped from Great Northern points. The reduction on coarse grains ranges from 10 to 12 per cent.

Beltrami, Minn.—Having resigned his position as agt. for the Thorpe Elevator Co. and bot the 40,000-bu. elevator of the Imperial Elevator Co., C. O. Lekve will buy grain on his own account. The elevator of the St. Anthony & Dakota Elevator Co. is being repaired and will be opened with Joseph Jorgenson as agt.

Ihlen, Minn.—I. L. Demaray, who is well known to members of the farmers co-operative ass'ns, has lost his suit against the Great Northern Ry. Co., for injuries sustained by fall from the top of freight car. While pushing the car to the elevator the locomotive engine slowed up rather suddenly and Mr. Demaray being only 6 ft. from one end of the car, could not retain his balance, and had to jump to the ground, breaking the bones in one heel and breaking the arches in both feet. The lower court had given Mr. Demaray judgment for \$2,260 damages, but the Minnesota Supreme Court reversed this decision and directed a verdict for the defendant. The accident occurred Sept. 5, 1908, but the final decision was given but recently.

DULUTH LETTER.

C. A. Martin will travel in Minnesota and North Dakota for McCabe Bros.

The Canadian Northern Ry., it is said, will build two elevators here next year.

The Duluth Board of Trade has bot a site for a larger Board of Trade building.

A. J. Hennebrook will have charge of the office opened recently in this city by the Fraser-Smith Co.

The McKindley Grain Co., incorporated, capital stock, \$50,000, incorporators, Jas. M. McKindley, J. A. Schumacher, S. P. Gray.

The International Elevator Co. has been incorporated with \$250,000 capital stock, by Wm. J. and Milton M. McCabe, S. R. Clark and others.

Parker M. Paine, for many years with the Barnum Grain Co., has engaged in the grain business on his own account with offices in the Board of Trade Bldg.

Offices at Duluth have been opened by H. L. Hankinson & Co. and Q. A. M. Woodward & Co., both of Minneapolis. Geo. Foster will have charge of the local business of Hankinson & Co.

New members of the Duluth Board of Trade are E. H. Woodruff of Minneapolis, A. H. Weinhardt of the Van-Dusen-Harrington Co., and Frank J. Seidel of Minneapolis.

The Quinn-Shepherdson Co. of Minneapolis has established an office at this city in charge of B. V. Loosemore, vice pres., formerly of Sioux Falls, S. D., where the company's office will be in charge of W. R. Wye.

New members admitted to membership in the Duluth Board of Trade during July are E. H. Woodruff, A. H. Weinhardt and Frank J. Seidl. Memberships of C. H. Thornton, C. G. Ireys, H. F. Davis and E. R. Anderson have been withdrawn.—Chas. F. Macdonald, sec'y Board of Trade.

Receipts of grain at Duluth during July included 3,269,455 bus. of wheat, 226,659 bus. of corn, 2,619,686 bus. of oats, 1,370,537 bus. of barley, 143,146 bus. of rye; against 702,034 bus. of wheat, no corn, 115,967 bus. of oats, 13,708 bus. of barley, 1,190 bus. of rye during July, 1912. Shipments for the month included 5,990,337 bus. of wheat, 300,987 bus. of corn, 2,036,718 bus. of oats, 1,366,174 bus. of barley and 155,763 bus. of rye; against 2,576,162 bus. of wheat, 7,936 bus. of corn, 268,059 bus. of oats, 134,044 bus. of barley and 100 bus. of rye during July, 1912.—Chas. F. Macdonald, sec'y Duluth Board of Trade.

MINNEAPOLIS LETTER.

The Skewis Grain Co. has removed its offices to the Flour Exchange.

C. C. Reiger has entered the employ of Woodward & Co. as traveling representative.

The Minneapolis Grain Commission Merchants Ass'n held its annual meeting Aug. 5.

J. L. Killion will travel for the Winter-Truesdell-Ames Co., with headquarters at Williston, N. D.

Andrews & Co. have bot the 700,000-bu. elevator of the Marfield Grain Co. in southeast Minneapolis.

New members admitted by the Chamber of Commerce during July are R. W. Scroggins, W. A. Lamson, L. C. Andrews, W. L. Mason, Frank W. Falk, Edwin Dodge.

The Sheffield Elvtr. Co. is building a retaining wall and making changes in its elvtr. at a cost of \$15,000, on account of the depressing of the H. & D. tracks.

A car of rye, the first of the crop, was received July 24, consigned by C. D. Orr of Northfield, Minn., to the Getchell-Tanton Co., and sold to the Van Dusen-Harrington Co. at 57½ cents.

The membership of O. K. Sellar in the Chamber of Commerce has been transferred to R. W. Scroggins. Firm membership privileges have been granted Jameson, Hevener & Griggs on the membership of G. W. Griggs. J. B. Becher of Duluth has applied for membership.

The Tenney Co. has succeeded the Stinson-Tenney Co. in the grain commission business. David D. Tenney will be pres. and F. C. Tenney vice pres. The working force and business policy remain unchanged, and the offices will be enlarged to provide rooms for country shippers.

Included in the estate of the late Geo. W. Peavey, amounting to \$396,346, is a note originally \$700,000, now half that sum, given by Fred B. Wells and Frank T. Heffelfinger, of F. H. Peavey & Co., the note being payable only from proceeds of 7,000 shares of stock of the Peavey Co.

The Gould Grain Co. has moved from crowded quarters in the Chamber of Commerce to more commodious offices in the Flour Exchange. The company has recently purchased an automobile for its representative, Geo. B. Crum, in covering his territory in southeastern North Dakota.

John E. Getchell, for a long time identified with the old Brooks-Griffith Co., and latterly with their successor, the Marfield Grain Co., is now with the Andrews Grain Co., which company has sold its entire interest in the Stinson-Tenney Co., to D. D. Tenney and will have no connection or affiliation with the new firm of The Tenney Company.—Andrews Grain Co.

Frederick B. Wells, pres. of the Chamber of Commerce and vice pres. of F. H. Peavey & Co., was found one morning recently on the street in New York in an unconscious condition, apparently from the heat or due to business worry. His hat, coat and \$150 were missing. His departure from the hotel, where he had retired at midnight, had not been observed by his son, in the same room.

The annual meeting of the State Board of Grain Appeals will be held at the Minneapolis office, Room 304 Flour Exchange Building, on Tuesday, Aug. 12, 1913, at 2 o'clock p. m., for the purpose of establishing the "Minnesota Grades" for the ensuing year. The question of placing dockage on barley and oats will be discussed. All parties interested are cordially invited.—A. G. Chambers, Gen. Chairman; C. G. Eryant, Gen. Sec'y.

Receipts of grain at Minneapolis during July included 4,180,710 bus. wheat, 301,690 bus. corn, 1,607,210 bus. oats, 1,930,650 bus. barley and 210,920 bus. rye; against 2,861,450 bus. wheat, 294,730 bus. corn, 434,240 bus. oats, 109,080 bus. of barley and 5,538 bus. rye during July, 1912. Shipments for the month included 2,231,360 bus. wheat, 281,600 bus. corn, 415,730 bus. oats, 1,393,970 bus. barley and 112,510 bus. rye; against 2,332,940 bus. wheat, 191,980 bus. corn, 479,950 bus. oats, 391,220 bus. barley and 15,160 bus. rye during July, 1912.—John G. McHugh, sec'y Chamber of Commerce.

Switching rules have been the subject of conferences between the grain dealers and millers, and the railroad companies, growing out of an application by the railroads to the state railroad and warehouse commission for a modification of the rules on "set-backs." The commission had issued a rule three months ago whereby under certain conditions cars were to be "set back" or switched while being inspected by the state grain inspection department. This rule, it was said, had caused considerable confusion, as neither the railroads nor the elvtr. men know which should pay switching charges.

B. F. Hales of Chicago, pres. of the N.-W. Malt & Grain Co., has bot the elvtr. at St. Louis Park of the Great Western Grain Co., taking possession Aug. 11. The house has a capacity of 1,500,000 bus. and will probably be used for barley and oats.

MISSOURI.

Morrison, Mo.—The Farmers Elvtr. Co. incorporated, \$15,000 capital stock.

Granby, Mo.—J. A. Adams contemplated rebuilding his mill and erecting an elvtr.

Odessa, Mo.—Farmers have organized an elvtr. company with \$10,000 capital stock, to build.

Legal freight rates and refund overcharges are treated in an article elsewhere in this number.

St. Mary's Mo.—Six steel storage tanks of 100,000 bus. capacity are being erected for the St. Mary's Mill Co.

Holden, Mo.—The old elvtr. of the Holden Milling Co. burned at 1 o'clock a. m., Aug. 3. Loss, \$4,000; partly insured.

Ludlow, Mo.—A grain elvtr. of 6,000 bus. capacity has been erected by N. S. Warner and Joe and Elmer Dusenberry.

Amity, Mo.—Geo. Helm of St. Joseph has let the contract to A. F. Roberts for a 10,000-bu. elvtr. to be built at Amity.

Kansas City, Mo.—Edward F. Leland has been admitted to the Board of Trade, purchasing the membership of P. P. Donahue.

Napoleon, Mo.—The Napoleon Elvtr. Co., incorporated; capital stock, \$10,000; incorporators, H. A. Hara, Chas. Hoffman and W. H. Larling.

St. Louis, Mo.—The Exchange Elvtr. has been withdrawn as a regular elvtr., but its warehouse receipts will be regular for delivery on contract for 6 mos. from July 26.

St. Louis, Mo.—During July St. Louis received 5,455,290 bus. wheat, 1,041,375 bus. corn, 1,515,630 bus. oats, 35,230 bus. rye and 35,340 bus. barley; compared with 4,034,861 bus. wheat, 1,529,025 bus. corn, 1,217,240 bus. oats, 6,663 bus. rye and 21,854 bus. barley received in July 1912. Shipments included 2,139,265 bus. wheat, 908,550 bus. corn, 846,255 bus. oats, 11,655 bus. rye and 4,380 bus. barley; compared with 1,209,970 bus. wheat, 800,585 bus. corn, 599,560 bus. oats, no rye and 9,070 bus. barley shipped in July of last year.

Kansas City, Mo.—During July Kansas City received 9,253,200 bus. wheat, 1,053,750 bus. corn, 90,200 bus. kafir corn, 498,100 bus. oats, 19,800 bus. rye and 16,800 bus. barley; compared with 7,590,000 bus. wheat, 1,108,750 bus. corn, 74,000 bus. kafir corn, 319,600 bus. oats, 4,400 bus. rye, and 1,400 bus. barley received in July, 1912. Shipments included 3,088,800 bus. wheat, 1,176,250 bus. corn, 137,000 bus. kafir corn, 197,200 bus. oats, 8,800 bus. rye, and no barley, compared with 3,942,000 bus. wheat, 796,250 bus. corn, 81,000 bus. kafir corn, 127,500 bus. oats, 3,300 bus. rye and 5,600 bus. of barley shipped last year.—E. D. Bigelow, sec'y Board of Trade.

St. Louis, Mo.—The Jones-Wise Com. Co. is new in name but old in experience, each and every member of the firm having been actively connected with the John Mullally Com. Co. Upon the death of Mr. Mullally and the retirement of the Mullally Com. Co., the firm of Jones-Wise Com. Co. was started. Mr. Vincent M. Jones was the active member of the old firm for many years and is an expert grain salesman. Mr. Wise was for many years office manager of the old firm and will have charge of the office of the new firm. Mr. Steed is in charge of the hay department, was for twelve years with the John Mullally Com. Co. and for several years hay salesman for that firm. Mr. Steed is young but thoroughly experienced and knows the hay business thru and thru. He is full of vim and vigor and combines mature judgment with youthful ambition and activity.

MONTANA.

Joplin, Mont.—An independent elvtr. will be built here.

Outlook, Mont.—The Farmers Elvtr. Co. is being formed.

Sunburst, Mont.—A new 35,000-bu. elvtr. is being built here.

Denton, Mont.—A farmers elvtr. company is being organized.

Huntley, Mont.—G. W. Haskell has bot the elvtr. here and A. W. Harris is mgr.

Choteau, Mont.—Olof Brusven of Litchfield, Minn., is promoting an elvtr. here.

Chester, Mont.—The St. Anthony & Dakota Elvtr. Co. will erect an elvtr. here at once.

Baker, Mont.—William O'Laughlin has put in a Fosston cleaner in preparation for the new crop.

Three Forks, Mont.—W. R. Fleming & Son have added a Fosston Cyclone cleaner to their equipment.

Ismay, Mont.—The Columbia Elvtr. Co. will erect 30,000-bu. elvtrs. at this place, at Baker and at Mildred.

Dutton, Mont.—The Farmers Co-operative Co. has been incorporated and will soon be ready for business.

Fairview, Mont.—Jennison & Son, the new proprietors of the Fairview Mills, will erect a 40,000-bu. grain elvtr.

Hobson sta., p. o. Philbrook, Mont.—The Hobson Farmers Mill & Elvtr. Co. is erecting a feed and flour warehouse.

Lewistown, Mont.—Work will soon be started on elvtrs. for the Monarch Elvtr. Co. and the Farmers Elvtr. Co.

Lewistown, Mont.—The Farmers Elvtr. Co. and the Brown & Fagley Co. have installed Fosston New Process cleaners.

Malta, Mont.—Applications for elvtr. sites have been made to the Great Northern Ry. by the Imperial Elvtr. Co. and L. H. Ugland.

McCabe, Mont.—The Farmers Elvtr. Co. has bot the elvtr. of McCabe Bros. W. C. Adams is pres. and W. C. Harding sec'y-treas.

Milk River, Mont.—The Milk River Elvtr. Co., incorporated; capital stock, \$20,000; directors, H. J. O'Hanlon, T. O'Hanlon and O. Harlen, all of Chinook.

Chinook, Mont.—I am now mgr. for the St. Anthony & Dakota Elvtr. Co. at this station. O'Hanlon & Harlen are building an elvtr. here.—E. O. Nelson.

Gilford, Mont.—McCabe Bros. are building a 25,000-bu. house here. Will be completed in about two weeks.—Geo. M. Foster, agt. St. Anthony & Dakota Elvtr. Co.

Culbertson, Mont.—Louis Peterson, mgr. for the Farmers Elvtr. Co. at this place and at Lanark, left with his wife recently for the Hunters hot springs by auto route.

Polson, Mont.—G. N. Phelps, mgr. of the grain elvtr. of the Kalispell Flour Milling Co. at this station, has resigned to take a position in the state grain inspection department.

Hingham, Mont.—The Farmers Elvtr. Co., incorporated; capital stock, \$3,500; incorporators, J. C. Kindschy, G. H. Cross, Albert Welte, J. O. Gordan, N. C. Wright and H. Christenson.

Missoula, Mont.—F. A. Aulton of Missoula has let a contract for two 35,000-bu. elvtrs. to the Younglove Construction Co., one to be built here and the other at some station along the same line of railroad.

Harrison, Mont.—The Hawkeye Elvtr. Co. has closed its grain warehouse here and F. E. Warburton is at Elliston. There is no one in the grain business here now. This is a good point.—J. E. Howerth, agt. N. P. Ry.

Virgelle, Mont.—The Rocky Mountain Elvtr. Co. has given a contract to C. E. Bird & Co. for the erection of an elvtr. here and at Floweree, Mont. The elvtr. will be of 25,000-bu. capacity and will be equipped with 8-h.p. Fairbanks Engine, one 8-ton and one 100-bu. scale, a Bird manlift, and one stand of elvtrs. with 11x6 cups.

Brady, Mont.—Peterson & Lewis, grain dealers, have dissolved partnership. Mr. Lewis will continue the business under the firm name of the Lewis Grain Co.—G. A. Bailey, mgr. McCaull-Dinsmore Co., Helena, Mont.

Nashua, Mont.—The Imperial Elvtr. Co. has let contracts to C. E. Bird & Co. for the construction of elvtrs. at Nashua, Wolf Point and Poplar. They will be of 20,000 bus. capacity and equipped with 6-h.p. Fairbanks Engine, 60-bu. hoppers and one stand of elvtrs. with 11x6 cups.

Redstone, Mont.—We have just organized the Farmers Co-operative Co. of Redstone and will build as soon as possible. Directors are J. F. Tossing, Harry Toucks, Carlton Bull, M. T. Knight, Wm. Pittie, A. M. Hagan and John Tehlag.—Farmers Co-operative Elvtr. Co. of Redstone.

Helena, Mont.—The Grain Grading Commission of the State of Montana will meet at the office of the chief grain inspector in the Capitol Building at Helena at 10 a. m. on Aug. 26 for the purpose of establishing a grade for all kinds of grain brought or handled in this state, which shall be known as "Montana Grades." All persons interested are invited to be present and bring samples of the 1913 crop of grain.—J. E. Templeton, Chief Grain Inspector.

Helena, Mont.—J. E. Templeton, chief grain inspector, has appointed his corps of deputy inspectors. They are A. W. Finch of Townsend, chief deputy; E. R. Lynn, of Hobson; W. I. Marsh, of Clyde Park; George N. Phelps, of Polson; H. A. Tubbs, of Lewistown; E. J. Huot, of Plains; J. D. O'Neal, of Fort Benton; G. Henry Lanius, of Harlowton; E. E. Erickson, of Red Lodge; Joseph Soper, of Bozeman; Joseph D. Morgan, of Bozeman, Gov. Stewart will soon appoint three members to serve on the Grain Grading Commission.

Townsend, Mont.—The Inter-Mountain Milling Co., F. B. Kipp, mgr., has taken over the Farmers Elvtr. Co. of this place and will move the elvtr. to a new site about three blocks south of the present location, and increase its capacity by adding six large steel tanks and overhead and underground conveyors. It will be used for storage and a general elvtr. business. The new plant will consist of a 200-bbl. flour mill, elvtr., alfalfa mill, by-products mill and next year an oatmeal mill. Proposed output when fully in operation will be from six to eight cars per day. Capital, \$100,000.—W. L. Cronk, local representative.

Lewistown, Mont.—Paul R. Trigg, sec'y and mgr. of the Western Lumber & Grain Co. was elected sec'y of the Montana Grain Dealers Ass'n at its meeting July 26 at Helena. The Ass'n is only about a year old, and Mr. Trigg will make every endeavor to build up its membership and interest the shippers in the organization.

Vandalla, Mont.—The St. Anthony & Dakota Elvtr. Co. will build elvtrs. at this station and at Savoy, Zurich, Fresno, Xenia, Chester and Lohair. They will be equipped with 10-h.p. gasoline engine, 6-ton Fairbanks Dump Scale, 100-bu. Fairbanks Hopper Scale, and one stand of elvtrs. with 11x6 cups. Contracts for these elvtrs. have been let to C. E. Bird & Co. and work will be started at once.

NEBRASKA.

Pickrell, Neb.—Geo. Hughes is now agt. for the Omaha Elvtr. Co.

Omaha, Neb.—C. O. Oline has succeeded W. B. Metzger as sec'y of the Imperial Mlg. Co.

Manley, Neb.—The Farmers Elvtr. Co. contemplates erecting a 10,000-bu. addition to its elvtr.

Red Willow, Neb.—The elvtr. of the Farmers Elvtr. Co. has been leased by J. F. Helm.

Blue Springs, Neb.—A. R. Patton has been employed to manage the elvtr. leased by Black Bros.

Fairfield, Neb.—I have taken charge of E. Stockham's elvtr.—O. L. Campbell, formerly of Hildreth.

Albion, Neb.—The Albion Elvtr. Co. will equip its elvtr. with a Hall Signaling Grain Distributor.

Wilsonville, Neb.—J. O. Bustard has succeeded Geo. Sheldon as mgr. of the Farmers Independent Shipping Ass'n.

Hickman, Neb.—I purchased the elvtr. of H. O. Barber & Son at this station about six weeks ago.—H. H. Norcross, Beatrice, Neb.

Sprague, Neb.—The Farmers Grain & Lumber Co. is planning to build a new elvtr. in the near future.—A. J. McLain, mgr.

Sunol, Neb.—L. F. De Mers & Son have succeeded me and will add lumber to the grain business and will build an addition to their elvtr.—L. F. De Mers.

L. W. Frost of Duluth, for the past five years representing the McCaull-Dinsmore Co. in Nebraska, Iowa and the Dakotas, has resigned his position to enter other lines.

Ceresco, Neb.—The Farmers Grain Co. has succeeded the Udpick Grain Co. at this station. Having bot the elvtr. of the company, for whom I was agent, I will operate the house under the name of Farmers Grain Co.—Gus Johnson.

Omaha, Neb.—E. G. Taylor, formerly pres. and James Swanick, former vice pres. of Standard Grain Co., who sold their interest in that company, have formed a partnership as Taylor-Swanick Grain Co., to do a general receiving and shipping business.

Crete, Neb.—The Crete Mills anticipate building a transit grain handling elvtr. and corn products mill on the Burlington tracks here as it finds it impossible to handle the business thru its flour mill and elvtr. plant on the Mo. Pac. tracks at this station. Construction will commence at once.

Omaha, Neb.—Receipts of grain at Omaha during July included 4,095,600 bus. of wheat, 1,830,000 of corn, 712,300 of oats, 20,900 of rye and 4,200 of barley; compared with 1,419,600 bus. of wheat, 1,214,400 of corn, 294,100 of oats, 1,100 of rye and 21,000 of barley received during July, 1912. Shipments for the month included 1,669,200 bus. of wheat, 2,087,800 of corn, 319,500 of oats, 42,000 of rye and no barley; compared with 622,800 bus. of wheat, 1,832,600 of corn, no rye and 2,000 of barley shipped during July, 1912.—F. P. Manchester, sec'y Omaha Grain Exchange.

NEW ENGLAND.

Warren, R. I.—The John D. Peck Co. is building an addition to its grain elvtr.

West Brookfield, Mass.—The Cutler Grain Co. has bot land to erect a building.

Brookfield, Mass.—The Cutler Grain Co. has bot the grain elvtr. of Claud H. Laffin.

Bridgewater, Mass.—The Eastern Grain Co. will erect a two-story 60x68 addition to its elvtr.

West Acton, Mass.—The warehouse of C. H. Mead & Co., filled with flour and grain, was destroyed by fire July 22.

Waltham, Mass.—A new grain warehouse will be built at once by Geo. B. Pope & Co. to replace the one burned on July 13.

Portland, Me.—The Cunningham Grain Co. incorporated with \$50,000 capital stock; incorporators, A. G. McPherson and W. S. Linnell.

Lawrence, Mass.—The underpinning of the Central Grain Co.'s warehouse gave way recently and let the grain run into the road.

St. Albans, Vt.—The C. M. Cox Grain Co. of Boston has let the contract for a 60,000-bu. re-enforced concrete elvtr. to the Macdonald Engineering Co.

Clinton, Me.—The Clinton Farmers Exchange incorporated to handle grain, feed, flour and seed. Capital stock, \$10,000; Willis E. Knight, pres., and Luiza A. Burns, treas.

Malden, Mass.—The business of William Cunningham & Son, dealers in grain, hay and flour, has been sold to the Charles M. Cox Co. of Boston and will hereafter be known as the Cunningham Grain Co.

Melrose, Mass.—A tank of acetylene gas, five feet long and a foot in diameter, exploded in front of the elvtr. of C. B. and F. H. Goss, on July 24, shattering doors and windows and causing other damage.

Bedford, Mass.—The Bedford Co-op. Corp. is successor to the Bedford Co-op. Poultrymen's Ass'n. Capital stock, \$10,000; incorporators: Geo. H. Sweetman, pres.; Randall A. Whittier, vice-pres.; Elihu G. Loomis, clerk; Chas. T. Kimball, treas. It will deal in grain.

NEW JERSEY.

Paterson, N. J.—William B. Kendall, a retired grain dealer, died here July 22, aged 68 years.

NEW MEXICO

Alamogordo, N. M.—The Briers Grain Co. has succeeded E. B. Murrell in the grain and feed business.

NEW YORK.

Batavia, N. Y.—M. C. Rumsey has succeeded A. J. Rumsey & Son, wholesale dealers in grain, seed and general produce.

New York, N. Y.—Interborough Hay & Grain Co., incorporated; capital stock, \$5,000; incorporators, Pearl Gottlieb, Albert L. Foss and Margaret B. Foss.

Baldwinsville, N. Y.—The Mercer Milling Co. has been incorporated, succeeding Clark & Mercer. G. G. Mercer is pres., N. L. Smith vice-pres. and J. O. Garret, sec'y and treas.—Mercer Milling Co.

New York, N. Y.—The new grain com'ite of the Produce Exchange, as recently appointed for the ensuing year, is composed of Wm. Reimschneider, Wm. Beatty, H. G. Graff, K. J. Muir and Louis G. Leverich.

New York, N. Y.—Ira Harris, superintendent for Clark & Allen, grain elvtr. merchants of Manhattan, died at his home here on Aug. 1, aged sixty-nine years. Mr. Harris had been associated with Clark & Allen for forty years.

Albany, N. Y.—Creditors of the bankrupt Barry Grain Co. will hold a meeting in the Federal Building Aug. 12 to prove their claims, appoint a trustee, examine the bankrupt and take action on a proposed sale of assets.—Edwin A. King, referee in Bankruptcy.

Buffalo, N. Y.—Wm. D. Leary, mgr. of the Geo. E. Pierce Grain Co., was tendered a farewell dinner by his friends in the grain trade at the automobile clubhouse July 23 on the occasion of his departure for Winnipeg, Man., where he will engage in the grain forwarding business.

Brockport, N. Y.—William Dailey's elvtr. and warehouse burned July 21 with a large stock of grain and beans. Loss, \$75,000. The fire is believed to have been of incendiary origin. The Perry Shafer Grain Co. suffered \$2,000 loss. Mr. Dailey writes: "We have already started rebuilding. Our new elvtr. will be of wood construction, 32x65 and 35 ft. high. It will be equipped with the best modern machinery and when complete will be the equal of any elvtr. of its size in the state for the handling of wheat, barley and beans. We hope to have it ready by Sept. 1."

NORTH DAKOTA.

Galesburg, N. D.—An elvtr. is being built by Mr. Korshus.

Williston, N. D.—Ed. Lowe will erect an elvtr.—H. V. Smith.

Dickey, N. D.—The Farmers Elvtr. Co. is repainting its elvtr.

Guelph, N. D.—A farmers elvtr. company will be organized.

Bisbee, N. D.—The Farmers Elvtr. Co. has installed a Fosston cleaner.

Havelock, N. D.—The Western Grain Co. is building a 30,000-bu. elvtr.

Upham, N. D.—Carl Broderson has been chosen mgr. of the Farmers Elvtr. Co.

Beach, N. D.—O. D. Brault has installed a Fosston Cyclone cleaner in his plant.

Colfax, N. D.—J. Anderson has succeeded S. O. Nelson as mkr. for the Farmers Elvtr. Co.

Bowbells, N. D.—A grain elvtr. will be erected here by John Koehn of Glencoe, Minn.

Sheldon, N. D.—H. F. Fisk will take charge of the Farmers Equity Elvtr. Co. as mgr.

Glenfield, N. D.—I am now agt. for the Minnekota Elvtr. Co. at this station.—John Ahrens.

Neche, N. D.—William Reilly is now mgr. for the St. Anthony & Dakota Elvtr. Co. here.

Buffalo, N. D.—The Farmers Elvtr. Co. has added a new Fosston Cleaner to its equipment.

Milton, N. D.—The Farmers Elvtr. Co. will add a Fosston New Process cleaner to its equipment.

Scranton, N. D.—The Empire Elvtr. Co. is building an elvtr. to replace the one burned last spring.

Carson, N. D.—The Carson Milling Co. will equip its elvtr. with a complete Hall Special Elvtr. Leg.

Devils Lake, N. D.—The Farmers Mill & Elvtr. Ass'n has installed another Fosston New Process Cleaner.

Williston, N. D.—More than 2,000,000 bus. of grain from the 1912 crop have been shipped from this market.

Kensal, N. D.—I have succeeded O. Schroeder as agt. for the Osborne-McMillan Elvtr. Co.—Ira G. Moats.

Kramer, N. D.—Nicholas Hennen, mgr. of the Farmers Elvtr. Co. was married recently to Miss Estelle Denenney.

Lignite, N. D.—Oscar H. Johnson has succeeded Ed. Bohan as agt. for the St. Anthony & Dakota Elvtr. Co. here.

Charles, N. D.—I am now agent for the Cargill Elvtr. Co. here. Was formerly at Willow Lakes, N. D.—Leo Lundgren.

Bismarck, N. D.—Grain men of Minneapolis have contributed \$400 to the North Dakota industrial exposition.

Rival sta., Columbus p. o., N. D.—Charles Elliott has succeeded John A. Ahrens as agt. here for the Minnekota Elvtr. Co.

Cleveland, N. D.—The Cleveland Farmers Elvtr. Co. has a residence and it will be occupied by R. J. Cooper, its mgr.

Flasher, N. D.—The elvtr. of the Farmers Elvtr. Co., which burned recently, will be rebuilt in time to handle the fall crop.

Galchutt, N. D.—The new Farmers Elvtr. Co. has bot the old Hennepin Elvtr. and hired K. B. Wilson of America as mgr.

Haynes sta., Hettinger p. o., N. D.—W. A. Sattler has succeeded A. M. Anderson as agt. for the Western Lumber & Grain Co.

Ellendale, N. D.—L. L. Taylor has resigned the management of the elvtr. at this place to travel for the United Grain Co., of Duluth.

Page, N. D.—The Miller Grain Co., incorporated; capital stock, \$35,000. Incorporators are J. C. Miller, E. M. Miller and R. E. Young.

White Earth, N. D.—The elvtrs. of the Victoria Elvtr. Co. and the Farmers Elvtr. Co. are being moved to the north side of the new track.

Sheldon, N. D.—The Farmers Equity Elvtr. Co. has added a feed grinding equipment to its elvtr. The company has bot the Monarch Elvtr.

Walden sta., Page p. o., N. D.—We have wrecked our elvtr. at Page and are rebuilding it at this point. We are not sure at this writing who will be in charge of the elvtr. when it is completed.—Cargill Elvtr. Co.

Alice, N. D.—Jos. Schieb, formerly with the Atlantic Elvtr. Co. at Anselm, has taken charge of the Farmers Elvtr. Co., succeeding John Thill.

Colgan, N. D.—The Farmers Elvtr. Co., incorporated; Martin Monson, pres., Albert Lahlum, vice-pres., Frank Bakewell, sec'y and Henry Riede, treas.

Flushing sta., Inkster p. o., N. D.—We have purchased the elvtr. of Winter-Truesdell & Ames, which is in good repair.—Flushing Farmers Elvtr. Co.

Bartlett, N. D.—The Bartlett Independent Elvtr., of which I am proprietor, succeeds the Bartlett Independent Elvtr. Co. at this station.—A. M. Pepoon.

Kathryn, N. D.—The Kathryn Farmers Mutual Elvtr. Co., of which E. O. Mickelson is mgr., has just installed a Fosston New Process cleaner in its plant.

McVile, N. D.—J. E. Cary, whose elvtr. recently burned, will build a new one to handle the season's crop. The equipment will include a new Process Cleaner.

Ypsilanti, N. D.—I have resigned my position with the Andrews Grain Co. and am succeeded by A. C. Lundlev. The company has built a coal shed.—Amos Jacobson.

Drayton, N. D.—The Monarch Elvtr. Co. is putting a new foundation under its elvtr. and is also painting and making other general repairs.—M. G. Blackseth, agt. Thorpe Elvtr. Co.

Eldridge, N. D.—Farmers have organized a Farmers Elvtr. Co. and have bot the elvtr. of the Star Elvtr. Co. at this point and have opened up for business.—Star Elvtr. Co., Jamestown, N. D.

New Rockford, N. D.—The New Rockford Farmers Elvtr. Co. has let a contract to I. O. Hickok & Son for a 30,000-bu. elvtr. of cribbed construction which will be equipped with a 10-h.p. engine.

Petersburg, N. D.—Sivert Hegstad, for a number of years in charge of the lumber department of the Imperial Elvtr. Co., has been sentenced to the state penitentiary for one year for embezzlement.

Bismarck, N. D.—Applications for licenses required by law of all elvtr. companies doing business in the state, have been coming in at the rate of 200 a day to the office of the railroad commissioners.

Carrington, N. D.—P. S. Larson has resigned his position as mgr. of the Farmers Elvtr. Co. to travel for the new Becher-Labree Co., of Duluth, Minn. John Huff, formerly of Melville, has been employed in his place.

Fargo, N. D.—Farmers' elvtr. companies of North Dakota met here July 31 and completed an organization. C. B. May of Harwood was made pres.; J. W. Wasson of Voltaire, vice-pres.; and A. T. Cole of Fargo, sec'y and treas.

Blanchard, N. D.—The Great Western Grain Co. reopened Aug. 1. The St. Anthony & Dakota Elvtr. Co. is erecting a pretty five-room cottage for Agt. E. F. McCormack at Preston Siding, 2½ miles south of here.—J. B. Coyle, agt. Northwestern Elvtr. Co.

Vashti, N. D.—The Star Elvtr. Co. was obliged to change the site of its new elvtr. to about thirty feet south of the original location, where excavation had already been made for the foundation and pit. The change was necessary on account of the moving of the N. P. sidetracks.

Devils Lake, N. D.—Managers of farmers co-operative elvtrs. in North Dakota held a meeting here July 18-19. Pres. J. H. S. Thompson presided, and among the speakers were Nels Tacklind of Drayton, S. W. Unkenholz of Mandan, B. F. Stone of Duluth, E. G. Quamme of Finley and J. C. Miller, sec'y. Mr. Durant of Minneapolis explained how the price card is sent out and how the basis of quotations is calculated. A resolution was adopted urging that the Elvtr. Managers' Ass'n and the Farmer Grain Dealers Ass'n hold their annual meetings during the same week at the same place. Nels Tacklind was appointed sec'y in place of Mr. Miller, who resigned.

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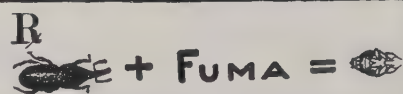
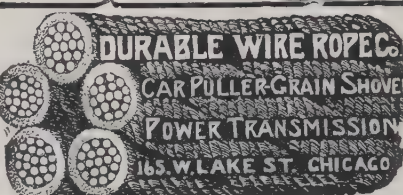
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Grain Dealers Journal, Chicago, Ill.

OHIO.

Fostoria, O.—The new elvtr. of the Fostoria Grain Co. is about completed.

Curtice, O.—I expect to install a car loader in my elvtr.—H. G. Dehring.

Elida, O.—We expect to paint our elvtr. and clean up generally.—Elida Elvtr. Co.

Castalia, O.—John M. Parker has leased the elvtr. of Gallagher Bros. and may buy it later.

Milford Center, O.—The Ohio Grain Elvtr. Co. has increased its capital stock to \$30,000.

Custar, O.—We expect to build a new office and install a feed grinder.—Krohn & Deckrosch.

Edon, O.—We are going to install a Clipper Cleaner in our elvtr.—G. H. Knep-
per & Son.

Oak Harbor, O.—I am going to paint my elvtr. as soon as circumstances permit.—J. Fritsche.

Chicago Junction, O.—We expect to install a Crestline Grain Cleaner.—Chicago Junction Roller Mills.

Deshler, O.—We are putting in a new 28-h. p. boiler and making general repairs.—Stafford & Lee.

Defiance, O.—We are installing two motors in our east side elvtr.—J. D. Spangler mgr. Farmers Grain Co.

Sandusky, O.—Gallagher Bros. expect to build a large warehouse for storing hay, salt and builders' supplies.

Flatrock, O.—The W. H. Gardner Grain & Mill Co., which has sold some of its elvtrs., will continue in business.

Luckey, O.—We are repairing our driveway and putting in some cement piers.—C. C. Martin, mgr., Luckey Elvtr. Co.

Milford Center, O.—Anson Howard of E. M. Fullington & Co., grain dealers, was operated on recently for gallstones.

Cleveland, O.—Fire started by lightning caused an estimated loss of \$50,000 to the elvtr. of the Nickel Plate Elvtr. & Coal Co.

Waynesburg, O.—Wesley Williams, at one time engaged in the grain business at Mineral City, died at his home here, July 22, aged 82 years.

Weston, O.—I have succeeded Baldwin & Dirk here. I am installing a new Ideal Car Loader and making other general repairs.—J. V. Dirk.

Spencerville, O.—Frank J. Wetherill, formerly in the grain business and a member of the old firm of Clutter, Long & Wetherill, dropped dead recently.

Milton Center, O.—We are planning the erection of a 20x24 ft. addition to our elvtr. to increase our oats storage capacity.—P. Garrison, mgr. Garrison Grain Co.

Eaton, O.—I will build a 30x50 addition to my storage capacity for the purpose of storing building material. I also will increase my cob storage capacity.—Jos. Poos, prop. the Star Elvtr.

Deshler, O.—Geo. Dull, who has been the lessee of the old mill owned by J. W. Cunningham of Leipsic, will discontinue his business and become the mgr. of the Henry County Grain Co.

Lakeview, O.—We are installing a power shovel to facilitate the unloading of grain from cars. We are also putting in a new dump and making general repairs.—P. A. Smith, mgr. Lakeview Elvtr. Co.

Napoleon, O.—The Napoleon Farmers Grain & Stock Co. has been organized with a capital stock of \$25,000. The company is trying to buy one of the local elvtrs. Fred Rickenberg is sec'y and treas.

Belmore, O.—Our oats bin almost collapsed some time ago. We have reinforced it by building intersecting bins. We have also installed a gravity loading spout.—J. P. Hardwick, mgr. G. O. Cruikshank.

Delphos, O.—I have put in four electric motors and have my whole elvtr. electrically equipped. I can light the entire elvtr. from the office. The Millers Nat. Ins. Co. inspected my elvtr. and found no fault.—L. C. Allinger.

Sandusky, O.—Geo. B. McCabe, well known at Toledo, and who for many years was traveling representative of Blass & Chapin, died Aug. 6, aged 65 years.

Columbus Grove, O.—O. W. Stewart, doing business under the firm name of Peoples Elvtr. Co., has exchanged his elvtr. for 320 acres of Pennsylvania land. If elvtr. is not sold soon, we will continue the business.—J. S. Marrow & S. W. Grain-ger.

Delphos, O.—We are completely overhauling our elvtr. and are putting in an International seed cleaner; a Phillip Smith Mfg. Co. sheller and grain cleaner; two stands of elvtrs. and three motors of 3, 10 and 15 h. p. respectively.—G. U. Tarbox, mgr. Botzum Bros.

Mansfield, O.—A conference of elevator operators and millers of middle Ohio will be held Aug. 15 in the Southern Hotel at this city. A number of interesting topics will come up for discussion, according to the circular announcement and program sent out by T. P. Riddle.

Toledo, O.—The first car of 1913 oats was received July 29, shipped from Indiana. Quality and weight both good, weight being 31½ lbs. per bu. Graded No. 3 white because of corn mixed; would have graded standard if clean. The first car on 1912 crop came on July 27, and the first one in 1911 on July 18.

Deshler, O.—The Henry County Grain Co. incorporated, capital stock \$10,000; incorporators, W. B. Grammer, C. E. Fauver, V. E. Davis, H. E. Downing, and H. L. Thomson. The company has bot the old C. H. & D. elvtr. which has been closed for some time. The building will be generally repaired and cleaned. Geo. Dull will be mgr. and will be in charge after Aug. 1.

Cleveland, O.—I have purchased the warehouse of the National Hay Co. here, sixty-five cars capacity. I intend to do a general hay and grain business, handling stuff on track as heretofore, also jobbing out of the warehouse and transferring or storing hay and straw for shippers. Being located on the L. S. & M. S. R. R. I will have excellent facilities for rebilling to eastern and southern markets.—J. F. Kemper.

Toledo, O.—Receipts of grain at Toledo during July included 672,000 bus. of wheat, 197,600 of corn, 180,800 of oats, 4,000 of rye, and 1,000 of barley; compared with 805,000 bus. of wheat, 211,400 of corn, 124,500 of oats, 1,000 of rye, and no barley received during July, 1912. Shipments for the month included 134,900 bus. of wheat, 43,400 of corn, 169,100 of oats, and no rye; compared with 295,300 bus. of wheat, 79,400 of corn, 89,400 of oats, and 3,300 of rye shipped during July, 1912.—A. Gassaway, sec'y Produce Exchange.

CINCINNATI LETTER.

At the auction of samples tables on the Chamber of Commerce recently the first choice was bid in by the Union Grain & Hay Co.

Joseph Costello, long with the Union Grain & Hay Co., will engage in the grain and hay trade on his own account, with warehouse facilities.

The first consignment of new rye was received in Cincinnati this week. It was consigned to the Union Grain & Hay Co. It sold at 60 cents a bushel.—S.

There were 321 cars of new wheat inspected by the Chamber of Commerce inspection bureau during the past two weeks, and out of this lot 9 cars graded No. 1 red choice wheat.—S.

Cincinnati is in the grip of one of the worst strikes on record, with fully 5,000 drivers out on a strike. They have been out fully two weeks and the grain elevator interests and flour millers are feeling the effects of this strike. The drivers of the grain concerns and milling houses have gone out and the grain dealers and millers are having much trouble in moving their grain and grain products from their warehouses and elevators. It is one of the worst conditions that has ever prevailed in this market, and is much more serious

than the recent flood. Many of the shippers are ignoring this market for fear that their grains will be destroyed at the hands of the strikers, and some of the grain dealers here have notified their shippers to stop shipping to them until the teamsters' strike is settled. About seven grain elevator interests are feeling the effects of the strike. They have their elevators loaded up with grains but unable to move it. There is no possible settlement in sight. The team owners are determined that they will not recognize the union, and the union organizer, McArthur, declares that there will be no settlement until the union is recognized before the drivers return to work. The grain trade has been idling much of its time as there is very little coming in, and but few buyers in the market.—S.

OKLAHOMA.

Isabella, Okla.—J. E. Jarvis is scooping.

Canadian, Okla.—R. S. & A. V. Stark are erecting an elvtr.

Haskell, Okla.—The Haskell Mill & Elvtr. Co. will put in a car loader.

Goltry, Okla.—John Tyner is trying to scoop grain at this station.

Pensacola, Okla.—The Jones Lumber Co. has its new elvtr. nearly completed.

Mooreland, Okla.—L. E. Bouquet has bot and taken possession of the elvtr. of W. H. Lintner.

Frederick, Okla.—Scoopers operating here are Snelling Grain Co. and Cox & Tillman.

Roff, Okla.—Benjamin Hopson has been employed as mgr. of the Dennison Mill & Grain Co.

Oklahoma City, Okla.—E. W. Wales & Co. are having an elvtr. erected by W. D. Hawkins.

Pond Creek, Okla.—The Pond Creek Mill & Elvtr. Co. is erecting an elvtr. of 50,000 bus. capacity.

Bennington, Okla.—The J. S. Hutchins Grain Co. of Ponca City, has taken possession of the elvtr. at this place.

Pond Creek, O.—Wm. French is mgr. and Chas. Collins asst. mgr. for the Pond Creek Grain, Fuel & Live Stock Co.

Sayre, Okla.—W. G. Phillips of Plainview, Tex., has bot the mill and elvtr. owned by Martin Bros., and will move here and operate it.

Afton, Okla.—The Lipscomb Grain & Seed Co. of Liberal, Mo., has established a branch office here, and has erected a hay warehouse of 650 tons capacity.

Gate, Okla.—I have discontinued my services with the C. B. Cozart Grain Co. here, and have been succeeded by W. A. Taylor, formerly of Vici, Okla., with the same firm.—R. J. Cozart.

Cordell, Okla.—The Oklahoma City Mill & Elvtr. Co. has just completed a 12,000-bu. elvtr. at this point and will handle grain and a general line of mill products. I have been employed as mgr.—J. W. Douglass.

Byron, Okla.—I traded the mill at Carmen to J. L. Blanchard of this place for the alfalfa mill and elvtr. here, which I am now operating under the name of Byron Alfalfa Mill & Elvtr. Co.—D. S. Schubert.

New members recently admitted to the Oklahoma Grain Dealers Ass'n are Vandenberg & Hayes, Blackwell; J. H. Tinneman, Okeene; Alfalfa Mill & Elvtr. Co., Byron; and Grandfield Elvtr. Co., Grandfield.

Blackwell, Okla.—I have connected myself with W. A. Hays, who was formerly connected with the Blackwell Mill & Elvtr. Co., and we are doing a wholesale grain business here under the firm name of Vandenberg & Hays.—Jesse Vandenberg.

Oklahoma City, Okla.—Many complaints of car shortages are being received from the wheat sections of the state by the Corporation Commission. The railroad companies have been notified and state they will take steps at once to relieve the situation.

Blanchard, Okla.—The Blanchard Grain & Gin Co. has been unable to get sufficient cars from the Oklahoma Central Ry. and C. C. Williams, sec'y of the company, has been a warm advocate of the proposed repeal of article IX of sec. 9 of the state constitution because of the inability of short lines of road to obtain cars from the trunk railroads.

During the year 1912, and up to June, 1913, the state inspection department has graded approximately 5,500 cars of grain, under the supervision of Chief Grain Inspector Stauffacher. Of this number, only eight cars were appealed to the State Appeal Com'te for reinspection. This extremely small percentage of appeals speaks well for the uniformity and efficiency of the Oklahoma State Grain Inspection Dept.

M. C. Groseclose, who has been engaged in the grain business for 20 years in Oklahoma and is well known to shippers, has been chosen by R. H. Drennan, H. Stauffacher and C. F. Prouty to represent Oklahoma dealers at Galveston, Tex., during the heavy movement of grain for export. At the June 21 meeting of grain dealers and millers at Enid the com'te of three had been appointed to select a representative. The expense of maintaining the representative will be apportioned by making a charge of 50 cents per car on all grain moving from Oklahoma to Galveston during the time the representative is there. Members of the Oklahoma Grain Dealers Ass'n are requested to send to Mr. Groseclose at Galveston direct, the car number and initials of all cars moving to that port, and to write across the invoice or P/L: "If this car grades below invoice call Mr. Groseclose, our representative, before unloading."

OREGON.

Portland, Ore.—Jack Noyes has been appointed to succeed Mr. Gaggett at this city as mgr. of the elvtrs. and docks of the Globe Mills, and on his departure from San Francisco to take up his new duties was tendered a banquet by some thirty of his friends and business men at that city.

PENNSYLVANIA.

Vandergrift, Pa.—Claypool & Elkin Bros. is a new firm formed by Edwin M. Claypool, J. M. Elkin and L. D. Elkin, to operate a grain elvtr. and warehouse and deal in feed and flour.

Harrisburg, Pa.—The Paxton Flour & Feed Co. has let a contract for the erection of a new warehouse and elvtr.—C.

The annual convention of the Pennsylvania State Millers Ass'n will be held in Atlantic City, N. J., Sept. 10-12.—C.

PHILADELPHIA LETTER.

Charles M. Taylor, Jr., was married recently to Miss Sarah Wilson.

W. K. Woolman has been appointed on the grain com'te to succeed the late Barnabas Devitt.

The large grain warehouse of Henry Wolf is undergoing a number of alterations which will facilitate the handling of a much larger amount of grain.—C.

The J. S. Sparks Co., who recently were elected members of the Commercial Exchange, have had a private telegraph wire installed at their stand on the Bourse floor.—C.

Movement of grain in this city during the past two weeks has been good, and an exceedingly large amount of new wheat has been received. The first carload of new wheat was received by C. F. Baringer and it was of excellent quality. Mr. Baringer also had the honor last year for receiving the first shipment.—C.

Exports of grain during the month of July, including wheat, corn and oats, amounted to 1,368,641 bus., while the receipts totalled 2,396,777 bus. During July, 1912, receipts totalled 1,490,021 bus. or a gain for July, 1913, of 905,756 bushels. Exports of grain for July, 1913, showed a gain of 979,260 bus. over the corresponding period

of 1912. There has been a gain in both receipts and exports of wheat and corn since the first of the year, but the exports of oats declined 108,789 bus. over the corresponding period of 1912.—C.

SOUTH DAKOTA.

Chester, S. D.—A farmers' company will buy or lease an elvtr.

Dallas, S. D.—Farmers have organized and will erect an elvtr.

South Shore, S. D.—The Cargill Elvtr. Co. will erect a new elvtr.

Lesterville, S. D.—I have succeeded Janda & Freidel.—Edward Freidel.

Winfred, S. D.—B. J. Oyen has been engaged to manage the Farmers Elvtr.

Dimock, S. D.—An addition will be built to the elvtr. of the Farmers Elvtr. Co.

Lake Preston, S. D.—Gunder Lund has bot the elvtr. of the Ostroot Elvtr. Co.

Fairview, S. D.—L. F. Schoemaker will have charge of the Traders Grain Co. elvtr. here.

Ortley, S. D.—The Ortley Farmers Elvtr. Co. has installed a Fosston New Process cleaner.

Canton, S. D.—I am now buying for the South Dakota Grain Co. at this station.—H. E. Reed.

Spain, S. D.—The Empire Elvtr. Co. is dismantling its elvtr. which has been closed for some time.

Salem, S. D.—A. Heiting has succeeded Thos. Griffin as mgr. of the Farmers Co-operative Elvtr. Co.

Brookings, S. D.—John D. Wilson has been employed as mgr. by the Farmers Co-operative Elvtr. Co.

Albee, S. D.—Farmers here have organized a company and have bot my elvtr. at this station.—Gust J. Lybeck.

Tuttle, S. D.—I have bot Geo. Bolter's elvtr. here and will take possession at once.—Gust J. Lybeck, Albee, S. D.

Hartford, S. D.—The Farmers Co-operative Elvtr. Co. has bot the elvtr. of A. H. Betts of Mitchell and now has two houses.

Tulare, S. D.—I have taken a position as mgr. of the Tulare Farmers Elvtr. Co. and will be ready for business in a few days.—H. H. Fink.

Emery, S. D.—The Farmers Elvtr. Co. has made an assignment. A redemption period of twenty days has been allowed by the creditors.

Howard, S. D.—The Farmers Elvtr. Co., whose elvtr. was burned last winter, has let the contract for a new one. Carl J. Erickson will be mgr.

Sisseton, S. D.—The Farmers Elvtr. Co. will increase its capital stock to \$25,000 and intends to build elvtrs. in the northern part of the county.

Kidder, S. D.—I am now buying for the Cargill Elvtr. Co. at this point. Was formerly with the Farmers Elvtr. Co. at Colfax, S. D.—S. O. Nelson.

Freeman, S. D.—The Farmers Land, Loan & Grain Co. incorporated; capital stock, \$200,000; incorporators, J. J. Decker and Sam Walter of Freeman.

Britton, S. D.—W. H. Roberts has succeeded F. P. Creaser as mgr. of the Farmers Co-op. Elvtr. Co. A new Fosston cleaner has recently been installed.

Hecla, S. D.—J. E. Scott & Co. will build a new 35,000-bu. elvtr. at this station. The Eagle Elvtr. Co. is painting its elvtr.—Chas. W. Estee, mgr. Hecla Co-op. Elvtr. Co.

Egan, S. D.—We have bot the W. W. Cargill elvtr., recently operated by G. B. Olson, and the old S. Y. Hyde elvtr., recently operated by the Henry Wilson Grain Co.—F. M. Tusia Grain Co.

Plankinton, S. D.—The Plankinton Farmers Elvtr. Co. is now doing business in its new elvtr. We have also bought the elvtr. of the Truax Grain Co. at this station, which gives us two houses with a 42,000-bu. capacity.—W. F. Conway, mgr.

[Continued to Page 229]

Drier Advertisement

Hot, dry winds in August will not take the place of grain driers from January to June, and elevator operators who are depending on the weather conditions, recently prevailing, to carry them through without loss from deterioration will be the losers.

There always has been and always will be, damp grain in the winter and grain which will lose grade because of moisture. The

HESS DRIER

insures you against losses, protecting your grain and holding its grade until shipment. If this was its only accomplishment it would be a good investment, but it has a big value, and returns good profits, by raising the grade of soft grain by drying.

Our model for 1913 will dry and cool any kind of grain or seed perfectly, at less expense than any other device in use. We will gladly supply printed matter and estimates on request.

The Hess Improved BROWN-DUVEL Moisture Tester

is described in our tester booklet, which booklet also contains full instructions for the testing of all kinds of grain or seed.

Let us put your name on our mailing list and send you one. If you do not use a moisture tester you are buying water at the price of grain. More Hess Improved Testers are in use than all other kinds and makes combined.

Hess Warming & Ventilating Company

907 Tacoma Bldg., Chicago

Supply Trade

Hartford, Ia.—Geo. Sathoff, elevator builder of Pontiac, Ill., will make Hartford his new location.

Minneapolis, Minn.—L. E. Taylor & Co. have opened an office at 610 Flour Exchange, for the sales promotion of the Englehart Car Loader.

Minneapolis, Minn.—“We are being kept busy and certainly are doing our share of the business. Look for its continuance until Nov. 1st.”—J. J. Gerber.

Minneapolis, Minn.—The Avery Scale Co. has recently opened an office in the Chamber of Commerce, with C. A. Weaver in charge as northwestern agent.

Buffalo, N. Y.—The city of Buffalo recently purchased the mill machinery factory of John T. Noye Co. at a cost of \$90,000. It is on the canal side of the city and will be used for warehouse purposes.

Iowa Falls, Ia.—To care for a rapidly expanding demand for Gade air-cooled engines, the Gade Bros. Mfg. Co. is enlarging its factory by the erection of a new building, to cost about \$25,000. The indications are, from the present demand, that the output for 1913 will be double that of the preceding year. The company will continue to build the present line of air-cooled engines, in various sizes, up to and including 12 h. p.

Silver Creek, N. Y.—The Invincible Grain Cleaner Co. has issued a beautiful new catalog, fully describing and illustrating the line of grain cleaning machinery manufactured by it, covering every requirement in grain elevators and mills. This catalog No. 16 has been most attractively prepared and will be an addition to the desk of any man who is interested. The company advises us that there is a copy for each and all, and if any reader of the Journal has been overlooked in the distribution, a copy of the book will be forwarded promptly upon receipt of request.

Here's to the Salesman—the Real Salesman—“Proud of his calling and election, patient amidst tribulations, hater of sham and hypocrisy, arbitrator and buffer 'twixt the house and the buyer and loyal to both, possessor by divine right of inheritance and cultivation of the cheerful smile and the glad hand, keen judge of human nature, blessed with tact and discrimination that “finds a way,” endowed with the discerning eye, the attentive ear and golden tongue, beloved by the canine race and little children, sympathetic and generous of heart, courteous and chivalrous to the weak, “on the job” and uncomplaining in summer's heat and winter's cold, forgetful of self in the keen chase for the elusive order, no perfunctory peddler of produce, but one who sells the right goods to the right buyer at the right price with the right delivery, purveyor of the merrie jest, knight of the grip, past master of publicity, commander of the faithful, ambassador of commerce—All hail to him, may he live long and prosper greatly!”—Charles C. Hoyt.

Are You Coming?

The Eighth Annual Convention of the Federation of Trade Press Ass'ns in the United States will take place at the Hotel Astor, New York, Sept. 18-19-20, 1913.

No keen manufacturer, sales-manager, advertising man, trade-journal editor or publisher can afford to miss this opportunity to get in touch with master-minds who are striving for Business Promotion Through Trade Press Efficiency.

Over sixty speakers of national reputation in the manufacturing, selling, advertising and publishing fields have accepted invitations to participate in this Eighth Annual Convention of the Federation of Trade Press Associations in the United States. You can't afford to miss this convention—two sessions will be held daily. There will be Fifty Ten-Minute Addresses at the Editorial, Circulation, Advertising and Publishing Symposiums on vital questions affecting all those who have dealings with the business press of America. If you are in any way connected with the trade journal field—if you are interested in more business—new ways of securing more business—new plans for reaching out through the trade press, you will be welcome at all sessions.

RUSSIA will produce this season 511,101,000 bus. of spring wheat, 530,297,000 bus. of barley, and 1,029,623,000 bus. of oats, according to an estimate prepared July 23 by the International Institute of Agriculture, Rome, Italy. These estimated yields are greater than last year's production as follows: All wheat, 26½%, barley, 16.3%, and oats 5.8%.

WEEKLY farm letters will be issued by the United States Department of Agriculture to its various correspondents in which will be given information as to crop conditions and prices, the discovery of new animal and plant pests, pure food decisions, and all matters pertaining to farming. The letters will take the place of the Crop Reporter, a monthly publication, which will be discontinued, as it was found that it reached the farmers too late to be of any use to them. As the Department's correspondents are in direct touch with the farmers, Secretary Houston decided that they would be the best agency for distributing the information contained in the letters.

A PNEUMATIC CAR LOADER.

Every grain elevator operator is familiar with the dirty, disagreeable task of loading grain into a car by hand and shoveling the grain to the top or end of the car. And the dealer, whose loading spout has plenty of fall, knows of the constant attention, time and labor needed to arrange the spout to desired positions.

Hence an appliance doing away with any of the bad features of loading by old time methods should prove of interest to every elevator operator.

One of the latest and most practical appliances for feeding the grain ahead of the fan, is the pneumatic conveyor and car loader manufactured by the Bernert Mfg. Co., of Milwaukee.

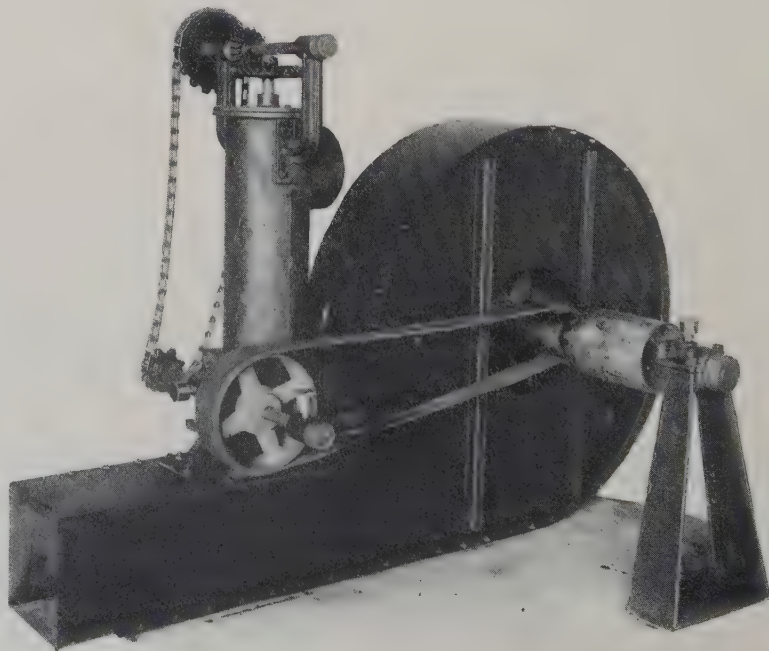
The Bernert Pneumatic Grain Conveyor and Elevator will transfer grain, corn, seeds and feed on a level, incline or perpendicularly elevate the material. As a car loader it will load a car to its fullest capacity just as well at 100 feet distance as if placed directly in front of the car door. The fan can be placed in any part of the elevator and grain can be fed to it at any point.

One of the advantageous features of the pneumatic conveyor is in making it practical to reduce the height of grain elevators and thus reducing the cost of their construction. The Bernert Pneumatic Conveyor if installed in the basement will just as effectually load a car as if placed directly in front of the car door.

The grain is fed ahead of the fan by a forced feed, which drops the grain directly into the air current at its point of greatest pressure and velocity. It is impossible for any grain to come in contact with the fans, thus the old argument of “cracked and bruised grains” is said to be overcome.

The machine is well built of iron and steel, and its few and simple working parts assures few break-down or repair expenses. We herewith reproduce photograph of the car-loader.

HAVANA received from American ports during the period of July 11-26th 11,888 sacks of oats, 29,407 sacks of corn, 126 sacks of corn meal, and 1,250 sacks of bran, according to a statement prepared by Emile Lecours.



The Bernert Pneumatic Car Loader.

Grain Trade News.

[Continued from Page 227]

Brookings, S. D.—The Farmers Co-Op. Elvtr. Co., organized a short time ago, will not build an elvtr. as at first contemplated, having bot the elvtr. of Bingham Bros. here. It will begin business at once.

Albee, S. D.—The Farmers Elvtr. Co., incorporated; capital stock, \$5,000; incorporators, Thomas Sweet, J. R. Birch, G. M. Engrebretson, H. S. Bragg, Lawrence Heller, M. J. Kolle, of Albee; and J. E. Christianson of Milbank.

Selby, S. D.—We have bot the Crown Elvtr. and are in possession. Our lease on the Wagner Elvtr. runs to Sept. 9 and we do not expect to see it open for business this year.—John Bibelheimer, mgr. Selby Equity Union Exchange.

Huffman, S. D.—The report circulated recently in regard to the Cargill Elvtr. at this station having been burned to the ground is untrue. Lightning struck the cupola and damaged it slightly.—Elmer Heitman, agt. Cargill Elvtr. Co.

Arlington, S. D.—Shane Bros. & Wilson Co., who own the Central Dakota Mill Co. here, are building a new 45,000-bu. capacity cribbed elvtr. for storage purposes. It will be operated in connection with their present elvtr., which has a capacity of 40,000 bus. and will be completed in time to handle the new crop.

Hudson, S. D.—The Farmers Co-op. Elvtr. Co. is being reorganized. At a recent meeting of stockholders \$3,500 of additional stock was subscribed. Another meeting will be held soon to complete the reorganization and select a buyer. Walter Thorpe of Worthing, and Mat Lien, of Canton, are being considered for the position.

Canistota, S. D.—The Supreme Court of South Dakota has decided in favor of the Canistota Grain Co. in the suit brot by the J. P. Schaller Co. and other elvtr. owners to restrain the Canistota Grain Co. from building an elvtr. within 100 ft. of their elvtrs. The court held that the plaintiffs failed to show special injury due to erection of the proposed grain elvtr. and hence could not invoke the Dakota statute providing as follows: "Sec. 533. No elvtr., warehouse, flouring mill or manufactory shall be constructed within 100 ft. of any existing structure and shall be at a safe fire distance from all station buildings, and so as not to conflict with the safe and convenient operation of such railroad."

SOUTHEAST.

Birmingham, Ala.—The Birmingham Grain Co. on July 9 suffered \$15,000 loss by fire in its plant.

Milford, Va.—I have just completed and equipped a hay and grain warehouse of 12,000 ft. storage space.—C. R. Dickinson.

Fairmont, W. Va.—I have bot out the business of the Billingslea & Huffman Brokerage Co. of this city, and will do a general grain, hay, feed and merchandise brokerage business.—M. A. Williamson.

Suffolk, Va.—I resigned as pres. and mgr. of the Thompson-Everett Co. July 31 and am doing business in my own name as merchandise broker and manufacturer's agent, handling grain, feed, hay, potatoes, flour, salt and starch.—C. C. Thompson.

Lynchburg, Va.—The Merchandise Brokers' Ass'n will hold its second annual meeting on Aug. 14 and 15 at Virginia Beach and Norfolk. J. H. Cofer of Norfolk will make an address the evening of the 14th. An informal luncheon will be given at Cape Henry evening of Aug. 15.—Jno. T. Owen, pres. Merchandise Brokers' Ass'n.

TENNESSEE.

Nashville, Tenn.—The 2-story warehouse of the Harsh Bros. Grain Co. was damaged by fire on the night of July 21. Loss on building and the 60,000 bus. of corn contained was \$5,000.

Jackson, Tenn.—J. M. Evans, an employe in the offices of the Mobile & Ohio Railroad, changed Bs/L on several cars of grain and sold them, obtaining \$440 on one car he shipped to Memphis. He has been held for action by the federal court.

Memphis, Tenn.—Receipts of grain at Memphis during July included 54,000 bus. of wheat, 982,500 of oats and 538,800 of corn; compared with 57,000 bus. of wheat, 919,000 of oats and 524,400 of corn received during July, 1912.—Nat. S. Graves, sec'y.

TEXAS.

Austin, Tex.—Chas. Rosner has completed his new elvtr.

Dallas, Tex.—The Morten Milling Co. has installed a Hall Grain Distributor.

Rosenberg, Tex.—The Rosenberg Mill & Elvtr. Co. recently suffered \$9,000 loss by fire in one of its warehouses.

Allen, Tex.—E. P. Adams, mgr. of the Allen Grain Co., was married July 19 to Miss Ruth Wyatt at Sherman, Tex.

Austin, Tex.—The bursting of a water pipe caused considerable damage recently in the warehouse of the Marks Grain Co.

Hereford, Tex.—John Hughes of the Hughes Grain Co. was killed in an automobile accident near Texico, Tex., on July 12.

Bay City, Tex.—The Carter Grain Co. had a stock of feed stuffs badly damaged by fire on July 21 and the loss is believed to have been considerable.

Sherman, Tex.—The G. B. R. Smith Milling Co., has just completed and equipped with modern machinery a 150,000-bu. reinforced concrete elvtr. here.

Waco, Tex.—The Clement Grain Co. this week shipped out thirty carloads of oats, aggregating about 37,500 bus., all of which was grown within a hundred miles of Waco.

Temple, Tex.—The A. B. Crouch Grain Co. has shipped five special trainloads of oats this season, most of it going to New Orleans, La., and other southeastern points.

Texas City, Tex.—A large volume of export grain traffic is expected to pass through this port this season. Among the large shippers of grain will be Wallingford Bros. of Wichita, Kan.

Fort Worth, Tex.—A mass of old machinery in the partially burned elvtr. tank at the Bewley Mills collapsed July 23, killing M. F. Sanders and C. H. Carmack, who were engaged in wrecking.

Fort Worth, Tex.—R. McC. Wilhite, who has been superintendent of the Fort Worth Elvtrs. Co. for the past two years, has taken charge of the elvtr. of the Stowers Grain Co. here.—Ashby Woodson, sec'y Stowers Grain Co.

Galveston, Tex.—W. J. Graham, for many years at Kansas City as chief sampler for the Kansas City Board of Trade, and as an inspector of the Kansas State Inspection Department, has joined the force of Chief Grain Inspector J. H. Upshulte at this city.

Galveston, Tex.—July exports included 1,776,800 bus. of wheat, no corn or kafir; against no wheat, corn or kafir in July last year. Since Sept. 1912, exports have been 13,019,884 bus. wheat, 197,223 bus. corn and 439,494 bus. kafir corn; against 56,000 bus. wheat, 10,000 bus. corn and 25,713 bus. kafir corn during the corresponding period of 1911-12.—John H. Upshulte, chief inspector Galveston Board of Trade.

WASHINGTON.

Ephrata, Wash.—The new concrete elvtr. of the Farmers Union is about completed.

Waitsburg, Wash.—N. B. Atkinson is the new mgr. for the Farmers Warehouse Co.

Coulee City, Wash.—The Farmers Corporation, A. J. Dodd, mgr., has leased the 75,000-bu. warehouse of Geo. M. McDonald & Co.

[Continued to Page 231]

Your Profits Leak

IF your engine cylinders need reboring. We can stop that leak. We bore cylinders and overhaul engines.

**The Western
Iron and Foundry Co.**
WICHITA, KANSAS

Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.
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Northwestern Agents for
Richardson Automatic Scales
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Written Contracts Book

This book is planned for recording agreements for the delivery of grain bought. By its use each party thereto obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold bushels of at per bu., to be delivered on or before It also certifies that he has received dollars on the contract. The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4 1/4". You cannot afford to be without these blanks.

Order form No. 9. Price, 50 cents
GRAIN DEALERS JOURNAL
315 S. La Salle St., CHICAGO, ILL.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C., B. & Q. in 9544-C quotes team track storage charges at Chicago, Ill., effective Aug. 1.

C. G. W. in Sup. 6 to 50-B gives rules and charges for reconsigning freight, effective Sept. 1.

C., B. & Q. in Sup. 15 to 1921-C quotes switching rates on grain in the Chicago district, effective Aug. 1.

C. I. & L. in 933-E quotes switching charges and absorptions, effective intrastate July 30, interstate Aug. 20.

C. & A. in Sup. 1 to 1570-D gives additional rules covering transit privileges on grain and seeds, effective Aug. 19.

Mo. Pac. quotes a rate of 14½c on wheat and 12½c on corn from Coffeyville, Kan., to Muskogee, Okla., effective Aug. 26.

Santa Fe in Sup. 4 to 2047-I gives rules governing transit privileges on grain, grain products and seeds, effective Aug. 21.

C. St. P. M. & O. in Sup. 7 to 1125-C quotes rates and rules governing transit privileges at its stations, effective Aug. 14.

A., T. & S. F. in Sup. 42 to 8242 quotes rates on grain and grain products between its various stations and connections, effective Aug. 21.

C., B. & Q. in Sup. 18 to 849-C quotes rates on grain and grain products from Hannibal, Mo., to Atlantic seaboard points, effective Aug. 20.

C. & E. I. in Sup. 27 to 622-A gives minimum weights on domestic and export grain and other rules in connection with grain traffic, effective Aug. 31.

M. & O. in Sup. 4 to 8000 gives rules governing transit privileges at its stations and Chester, Evansville, Nashville, and Steeleville, Ill., effective Aug. 23.

P., C., C. & St. L. in Sup. 26 to ICC P-403 quotes rates on grain and grain products from its stations and connections to C. F. A. territory, effective Aug. 15.

Rock Island quotes flaxseed and wheat 23c and corn 18c between Little Rock, Ia., and Ellsworth, Minn., and the Kansas City-St. Joseph group, effective Aug. 25.

Western Maryland in 4292 cancels 3325 and quotes a reduced rate of 5c on grain and grain products from Hancock, Md., to Hagerstown Junction, Md., effective Aug. 26.

Maine Central in Sup. 5 to ICC C-1311 gives rules governing transit privileges and storing of grain at M. C. and Portland Terminal Co. stations, effective Aug. 15.

Mo. Pac. in Sup. 4 to 4746 quotes rates on grain and grain products between Kan., Mo., Ia. and Neb. stations, and Colo., Kan., Mo., Neb. and Okla. stations, effective Aug. 26.

Wabash in 13415 gives rules governing absorption of elevation and transfer charges on grain at St. Louis, Mo., East St. Louis, Granite City, and Venice, Ill., effective Aug. 17.

C. G. W. quotes a rate of 5.7c on millet seed, flaxseed and wheat, and 5c on corn, oats, rye and barley between Winona, Minn., and Horton, Laird, Minn., effective state July 21.

C. & A. in Sup. 12 to 28-B gives rules and charges covering elevation of grain at its stations; also gives rules relative to "clean-out" shipments of grain and seeds, effective Aug. 19.

M. St. P. & S. S. M. in Sup. 7 to 15655 quotes rates on grain and grain products between stations on Minn., Duluth, Superior, Winnipeg, and Missouri River divisions, and Minneapolis, St. Paul, Minnesota Transfer, Duluth, Minn., and Superior, Wis., effective state July 21; interstate Aug. 20.

C. G. W. in Sup. 7 to 22-A quotes rates on flax and millet seed, wheat, flour, corn, oats, rye and barley between Milwaukee, Wis., and stations in Ill., Ia. and Minn., effective Sept. 5.

Rock Island quotes a rate of 16c on wheat and corn from Davenport, Ia., to Memphis, Tenn.; and wheat 23c and corn 22c from Davenport to New Orleans, La., effective Sept. 1.

Bessemer & Lake Erie in Sup. 3 to ICC 302 quotes rates on grain and grain products from B. & L. E. and Western Allegheny stations to eastern basing points, effective Aug. 25.

C. G. W. in Sup. 19 to 36-A quotes a rate of 15.2c on wheat, and 15c on corn between Chicago, Ill., and Elysian, Greenland, Madison Lake, Watters and Mankato, Minn., effective Sept. 5.

C. B. & Q. in Sup. 12 to 964-B quotes a rate of 7c on wheat and 5c on other grain between Chicago, Ill., and Centerville, Mazonia, Coster and South Wilmington, Ill., effective July 15.

C. R. I. & P. in Sup. 2 to 29329 quotes rates on grain and grain products between Missouri River stations and Missouri points to stations in Ia., Ill., Minn., Mo. and S. D., effective Aug. 25.

Texas & Pacific in Sup. 2 to 207 gives transit regulations on interstate shipments of grain and grain products at T. & P. and Denison & Pacific Suburban Ry. stations, effective Aug. 19.

C. G. W. in Sup. 22 to 14854 quotes rates on grain products from Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, Minn., and various stations on the C. G. W., effective Sept. 1.

C. B. & Q. in Sup. 4 to 6786-C quotes rates on grain from Lewistown, Ipava, Ray, Vermont, Astoria, Bader, Browning and Frederick, Ill., to various Ohio River crossings, effective Aug. 15.

M. K. & T. quotes a rate of 10c on wheat and 9c on corn from Kansas City to Russell Creek, Welch, Blue Jacket, Jonestown, Kelson, Vinita, Patton, Adair, Rogers, Wagoner and Verdard, Okla., effective Aug. 20.

C. & A. in Sup. 29 to 1604-A quotes rates on grain and grain products between Chicago, Joliet, Peoria, Pekin, East St. Louis, Ill., and St. Louis, Mo.; and C. & A. stations in Illinois, effective state July 30, interstate Sept. 1.

Minn. & St. L. in Sup. 6 to 1650-A quotes rates on wheat, corn, oats and rye milled or cleaned in transit from Ia., Minn. and S. D. stations to Chicago, Peoria, Ill., Milwaukee, Wis., St. Louis, Mo., and rate points, effective Aug. 22.

C. G. W. in Sup. 4 to 92-A quotes rates on flaxseed, millet seed, wheat, corn, oats, rye and barley, between its stations in Minn., and Minneapolis, Minnesota Transfer, St. Paul, South St. Paul, Winona and Red Wing, Minn., effective July 21.

C. B. & Q. in Sup. 14 to 4000B quotes a rate of 14c on flaxseed from Winona, St. Paul, Minneapolis, Minnesota Transfer, South St. Paul, Minn., and La Crosse, Wis., to Des Moines, Ia., applying only on shipments originating beyond, effective Aug. 15.

Mo. Pac. in Sup. 14 to 1980C quotes rates on grain and grain products from Colo., Kan., Mo., Neb. and Okla. points, to Tenn., Mo., Ill., La., Miss., Ala., Fla. and Ark. points; also bases for making rates to Southeastern and Carolina territories, effective Aug. 26.

C. B. & Q. in Sup. 31 to 1800-B quotes rates on grain, grain products and seeds between stations on the Lines West of Missouri River, also connections; and Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, Duluth, Minn.; also miscellaneous rules, effective Aug. 1.

C. & N. W. quotes reduced rates on grain from stations in Minnesota to Chicago and Milwaukee, effective Aug. 25. These reductions are made to equalize interstate rates in connection with the recent reduction in Minnesota interstate rates brought about by the Minnesota rate case decision.

C. M. & St. P. in Sup. 3 to 3500 quotes a rate of 5½c on wheat from St. Paul, Minneapolis, and Minnesota Transfer, Minn., to La Crosse, Wis., applying only on shipments originating beyond and cleaned, milled or otherwise treated at La Crosse for points east thereof.

C. G. W. in Sup. 7 to 22-A quotes a rate of 14c on flax and millet seed, 12c on wheat, and 11c on corn, oats, rye and barley from St. Joseph, Kansas City, Mo., Leavenworth, Kansas City, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., to Milwaukee, Wis., effective Sept. 5.

C. St. P. M. & O. quotes a rate of 5½c on wheat from St. Paul, Minneapolis and Minnesota Transfer, Minn., to La Crosse, Wis., applying only on grain originating beyond, and cleaned, milled, malted or otherwise treated at La Crosse for points east thereof via C. & N. W. Ry., effective Aug. 17.

C. M. & St. P. quotes a rate of 21c on flaxseed and millet seed between Pipestone, Minn., and Chicago, Ill., Milwaukee and Racine, Wis.; also a rate of 18c on wheat and 17½c on corn, rye, oats and barley between Minnesota Falls, Minn., and Chicago, Ill., Milwaukee and Racine, Wis., effective Aug. 23.

Soo quotes rates between Duluth, Minn., and Superior, Wis., and the following points: Kettle River and Lawler, Minn., wheat 6.3c and corn 5½c; Deerwood, Minn., wheat 7½c and corn 6.7c; Scribner, Pine-wood, Leonard, Clearbrook, Gonvick, Gully, Trail and Oklee, Minn., wheat 10.9c and corn 9c, effective July 28.

C. St. P. M. & O. in Sup. 14 to 1625A quotes rates on grain and grain products between St. Paul, Duluth, Minn., and Chicago, Ill.; and its stations in Minn., Ia., S. D. and Neb.; also between Sioux City, Ia., and Omaha, Neb., and its stations in Minn., Ia., S. D. and Wis., effective state July 21; interstate Aug. 21.

C. B. & Q. in Sup. 8 to 3992-C quotes a rate of 6c on all grain between Rockford, New Milford, Harrisville, Vanland and Kirkland, Ill., and Chicago, Ill.; also a rate of 6c on wheat and 5c on other grain between Nichols, Wilkinson, Bradt, De Kalb, Chase, Troxel and Duffin, Ill., and Chicago, Ill., effective July 15.

Mo. Pac. quotes a rate of 18c on wheat, 15c on corn, 18c on flaxseed and 42c on broomcorn from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Elwood, Kan., to Searcy, Ark.; also wheat 21c and corn 18c from Omaha, South Omaha, Nebraska City, Neb., and Council Bluffs, Ia., to Searcy, Ark., effective Sept. 1.

C. B. & Q. in Sup. 14 to 4000B quotes a rate of 14½c on flaxseed from Bald Eagle, Cardigan Jct., Crystal, Ft. Snelling, Gloster, Hopkins, Little Canada, Mendota, St. Louis Park, Vadnais Park and White Bear, Minn., 15c from Minnehaha, Minn., and 15½c from Merriam Park, Minn., to Des Moines, Ia., effective Aug. 15.

C. G. W. quotes a rate of 13c on flaxseed and millet seed, 12½c on wheat, and 10c on corn, oats, rye and barley, between Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, Minn.; and Horton, Laird, Dover, St. Charles, Utica, Bethany, Altura, Bear Creek, Rollingstone, Minn., effective state July 21, interstate Sept. 1.

C. & E. I. in Sup. 27 to 622-A quotes a rate of 7½c on wheat, corn, rye, oats, barley and buckwheat from Beecher, Crete, Dawson Park, Goodenow, Grant Park, Hoopeston, Koster, Martinton, Milford, Momence, Papineau, Pittwood, Solitt, Stockland, Wateska, Wellington, Wicket, Woodland, Ill., and Freeland Park, Ind., to Sheldon, Ill., via St. Anne, Ill., and C. C. & St. L. Ry., effective Aug. 31.

C. & E. I. in Sup. 27 to 622-A quotes rates on grain and grain products from Chicago junctions, East St. Louis, Ill., St. Louis, Mo., La Crosse, Foresman, Goodland, Wadena, Independence, Coal Bluffs, Ind., Hopkins Park, Ill., and Percy Junction, Ind.; and Chicago, East St. Louis, Thebes, Ill., St. Louis, Mo., Evansville, Mt. Vernon, Goodland, Brazil, Terre Haute, Ind., and Louisville, Ky., effective Aug. 31.

Grain Trade News.

[Continued from Page 229]

Waverly, Wash.—The Waverly Grain Co. will erect a large grain warehouse here.

La Crosse, Wash.—The Farmers Union has nearly completed its new 35,000-bu. elvtr.

Tacoma, Wash.—The Dennett Milling Co. has a large plant under course of construction here.

Mohler, Wash.—The Farmers' Union Warehouse Co. has begun work on its new elvtr., meantime receiving grain in bags.

Colfax, Wash.—The Colfax Milling Co. will do a general grain business at its warehouse at Colfax, Manning, Blackwell, Steptoe, Cashup and Thornton.

Waterville, Wash.—The Waterville Union Grain Co., of which J. Q. Adams is mgr., will add two elvtrs. to its holdings this year, at Supplee and Withrow.

Ione, Wash.—Six elvtrs. will be built here this fall by J. Lowbode, Wm. Burns, J. H. Sweet, Carl Veazie, Ira Matlain and R. B. Hall.—Ione Warehouse Co.

Bell sta., Rockford p. o., Wash.—We are now constructing a 25,000-bu. elvtr. at this station. It will be completed about Aug. 20.—E. W. Swanson, mgr. Union Flour Mills, Spokane, Wash.

Reardan, Wash.—The Reardan Union Grain Co. has won a favorable decision from the public service commission in its appeal from a ruling on grade made by the chief grain inspector. The decision affects favorably about 40,000 bus. of grain and was secured largely thru the efforts of W. H. Childs, sec'y of the Co. The commission changed the inspection certificate from No. 1 blue stem, mixed, to read No. 1 blue stem.

WISCONSIN.

Thorp, Wis.—Barrett Bros. expect to make some repairs in their plant.

Truesdell, Wis.—Jacob Alsted, a pioneer miller and grain dealer, died recently, aged 67 years.

Darlington, Wis.—P. B. Barlow, of P. B. & E. G. Barlow, died recently at Shreveport, La., aged 74 years.

Stoughton, Wis.—Elmer C. Pederson, grain dealer and miller, has made an assignment. Liabilities over \$3,000.

Alma, Wis.—E. P. Allison of Jackson, Minn., has succeeded Fred Reiter as mgr. of the elvtr. of the R. E. Jones Co.

Abbotsford, Wis.—I have quit the elvtr. business for a while. My successor is John P. Olsen.—J. E. Allar, Milwaukee, Wis.

Marathon, Wis.—I have succeeded Frank C. Stieber as mgr. of the grain elvtrs. of the Marathon Farmers Produce Co. I was formerly with the H. E. McEachron Co.—Henry Stanke.

Allenton, Wis.—The elvtr. of J. Ruppinger & Co. at this station will soon be operated under the corporate name of Farmers' Mercantile Co., with O. Husting as mgr.—F. F. Hess, mgr. Kohlsville Merc. Co., West Bend.

Fairchild, Wis.—A new elvtr. is being built at Foster, 20 miles west of Fairchild, on the Fairchild & Northeastern Ry. It will be owned and operated by the R. E. Jones Co., of Wabasha, Minn.—N. C. Foster, N. C. Foster Lumber Co.

MILWAUKEE LETTER.

The first car of new oats arrived August 2nd, graded Standard, and was sold at 43 cents.

Lehman P. Rosenheimer of Kewaskum, Wis., has applied for membership in the Chamber of Commerce.

The rate of interest on advances in August has been fixed by the Chamber of Commerce at 6 per cent per annum.

The first car of new wheat arrived July 29, graded No. 2 hard, test weight 62 pounds, and was sold by Fagg & Taylor at 89 cents.

The first carload of new rye was received July 30 from Iowa by the Rialto Elvtr. Co. and sold to P. C. Kamm & Co. at 63½c.

The first car of 1913 crop barley arrived July 24, graded No. 3, test weight 45 pounds, consigned to W. M. Bell & Co., and was sold at 62 cents.

Weights of all bad order cars at C. M. & St. P. Elvtr. A will be tallied by the chief weigher. A weight certificate will be furnished on request of the person paying the fee.

Henry Wissbeck has been suspended from membership in the Chamber of Commerce for one year and for such further length of time as may be determined by the directors.

Regular operation of the C. M. & St. P. Ry. Elvtr. A ceased July 31 and as the company has not renewed its bond as a regular house, this market now has no regular storage capacity.

The inspected receipts of rye at Milwaukee during the month of July were largely increased over those of July, 1912, as indicated by the following figures: July, 1913, 124 cars; July, 1912, 20 cars.

The rate of interest charged on advances for the month of August, under the provision of Sections 8 and 9 of Rule 32, has been placed by the finance committee of the Chamber of Commerce at 6 per cent per annum.

Notice has been sent by the Wisconsin Railroad Commission to the Freight bureau of the Chamber of Commerce that a hearing will be held on Thursday, Aug. 21, in the school board room at Milwaukee, to investigate the application of the railroads to assess a storage charge of \$2 per car in addition to the regular demurrage charge of \$1 per day on cars held on team tracks beyond 48 hours.

Receipts of grain at Milwaukee during July included 526,700 bus. of wheat, 767,980 of corn, 1,337,400 of oats, 833,200 of barley and 137,500 of rye; compared with 644,000 bus. of wheat, 429,520 of corn, 693,000 of oats, 189,800 of barley and 35,200 of rye received during July, 1912. Shipments for the month included 225,044 bus. of wheat, 539,833 of corn, 1,091,507 of oats, 167,050 of barley and 79,687 of rye; compared with 244,090 bus. of wheat, 360,010 of corn, 672,773 of oats, 136,200 of barley and 54,310 of rye, shipped during July, 1912.—H. A. Plumb, sec'y.

LIQUIFIED NATURAL GAS.

Liquified natural gas as a fuel for internal combustion engines at one-half the cost of gasoline is promised by Albert M. Schenk, president, Packers Motor Truck Co., Wheeling, W. Va. Mr. Schenk recently obtained patents covering his process.

Tests made at Indianapolis showed that a Ford automobile could run 100 miles on less than 300 cubic feet of free gas. It is the plan of the promoters to market their product in small steel tanks, similar to those now used for storing acetylene gas for automobile lighting plants. Each tank will have a capacity of 600 cubic feet of free gas under a pressure of 50 lbs. By establishing stations at various points the automobilist could exchange an empty tank for a filled one, just the same as he now does with his acetylene tanks.

The inventor estimates that natural gas can be liquified and stored at a cost of 5c per 1,000 cubic feet, and that it can be marketed at a price which would make the cost, on a fuel efficiency basis, about one-half that of gasoline. A further advantage is claimed that the gas is purified by the process and that it comes out of the tanks practically a pure fuel.

Hillsdale, Mich., Aug. 6.—Our crop here is excellent in every respect.—F. W. Stock & Sons.

Transit Leaks

are unknown to the grain shippers who use

Kennedy Car Liners

Enormous Increased Sales prove the Efficiency, Merit and Serviceability of these liners.

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is the only device offered the grain shipper that makes a car Leak-Proof.

CHEAP—MODERN—PROFITABLE

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Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks, Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches, of Atlas linen ledger paper. A 28-page index in front. Extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street CHICAGO, ILL.

GRAIN SHIPPING LEDGER

Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.50.

Grain Dealers Journal

315 So. La Salle St. CHICAGO, ILL.

Record of C. N. D. QUOTATIONS

Quotation Record, Form 97A, is formed of sheets of bond paper ruled to facilitate the recording of daily market prices of different options.

Each sheet is headed "Board of Trade Quotations for Week Commencing Monday, 1913." Columns are provided for 4 Wheat options, 4 Corn and 4 Oats; have spaces for the market hourly and at close. Closing prices for previous week are listed at top.

Sixty sheets, 9½x14 inches, are well bound in book form—a year's supply. Price 75 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle Street Chicago, Illinois

Supreme Court Decisions

Carriers' Liability for Goods Refused by Consignee.—After a carrier has notified the shipper that goods which it has transported have been refused by the consignee, the contract of carriage is completed, and the carrier is liable only as bailee.—*Langsdorf v. N. Y. Cent. & H. R. R. Co.* Supreme Court of New York. 142 N. Y. S. 336.

Stoppage in Transit by Buyer.—Where goods were shipped in interstate commerce, under a B/L calling for delivery to the shipper, with directions to notify the buyer, the buyer had no authority to change the destination without producing the B/L.—*Perkett v. Manistee & N. E. R. Co.* Supreme Court of Michigan. 141 N. W. 607.

Warranty of Seed.—Where seed is sold with a warranty that it is true to name, the measure of damages for a breach thereof, when it is actually sown and produces a crop, is the value of the crop which the seed was warranted to produce less the value of the crop actually raised.—*Grafton-Stamps Drug Co. v. Williams.* Supreme Court of Mississippi. 62 South. 273.

Statutory Weights per Bushel.—The state legislature may enact statutes as to the weight in avoirdupois of potatoes, grains, and other articles commonly sold by dry measure; Congress not having legislated under its constitutional authority to fix the standard of weights and measures.—*Commonwealth v. Gussman.* Supreme Judicial Court of Massachusetts. 102 N. E. 342.

Inspection by Buyer.—An importer of a quantity of beans which he had sold prior to their arrival, who inspected the beans on the dock, and observed the defects which rendered them unmarketable, but nevertheless accepted them and shipped them to his customers, cannot thereafter recover from the importer in an action upon a warranty of quality.—*Rich v. Minolfi.* Supreme Court of New York. 142 N. Y. S. 771.

Consignee is the Owner.—That one is named as consignee in a B/L is evidence that he is the owner of the goods, and where no other owner is named it will support a finding that he is the owner and liable for the freight; it not appearing that the carrier knew that the consignee was a commission merchant.—*New York, N. H. & H. R. Co. v. York & Whitney Co.* Supreme Judicial Court of Massachusetts. 102 N. E. 366.

State Regulation of Local Rates of Interstate Carrier.—Congressional inaction on the subject leaves each state free to establish maximum intrastate rates for interstate carriers which are reasonable in themselves, although the state's requirements may necessarily disturb the existing relation between intrastate and interstate rates as to places within zones of competition crossed by the state boundary line.—*Simpson v. Shillaber.* Supreme Court of the United States. 33 Sup. Ct. Rep. 729.

Rights of Transferee of B/L Against Attachment.—A bank which has advanced money to the consignor of grain and taken as security a draft upon the consignee with B/L attached is the owner of the grain, and it cannot be attached in a suit by the consignee against the consignor, who was indebted to him on another transaction, especially where the consignee admitted the bank's right when the draft was presented and offered to compromise, and also admitted that he had the grain brought into the city for the purpose of attaching it.—*A. J. Poor Grain Co. v. Franke Grain Co.* Kansas City Court of Appeals, Missouri. 157 S. W. 840.

Running Account for Grain Delivered.—Where plaintiff had a running account for hay and grain sold and delivered to defendant from September 4 to September 30, 1912, he could not split up the account into the several items which composed it, and bring separate action on the several items; and, having recovered and received satisfaction of a judgment for two of the items of the account, such judgment was a bar to an action to recover the others.—*Frank J. Lennon Co. v. New York Mail Co.* Supreme Court of New York. 142 N. Y. S. 483.

Duty of Carrier to Install Stock Scales.—It sufficiently appears, from the evidence and from the fact that the appellant has voluntarily installed stock scales at 54 of its stations in Minnesota, that such scales are a convenience pertaining to the transportation of stock, and that its refusal to furnish them at the station of Bertha was such a discrimination against that place that the Railroad and Warehouse Commission had authority to require them to be supplied at that station.—*Railroad & Warehouse Commission v. Great Northern Ry. Co.* Supreme Court of Minnesota. 141 N. W. 1102.

Carrier's Liability.—State laws, declaring contracts invalid which require the bringing of an action against a carrier for loss of or damage to a shipment in less than the statutory period, were superseded, as to interstate shipments, by the Carmack amendment of June 29, 1906, (34 Stat. 593, c. 3591, § 7 [U. S. Comp. St. Supp. 1911, p. 1307] to the act of February 4, 1887 (24 Stat. 386, c. 104, § 20 [U. S. Comp. St. 1901, p. 3169]), which furnishes the exclusive rule on the subject of reliability of the carrier under contracts for interstate shipments.—*Texas & Pac. Ry. Co. v. Langbehn.* Court of Civil Appeals of Texas. 158 S. W. 244.

Warranty of Seed.—A salesman of a seller of seed exhibited to a buyer a sample package containing the words: "Standard sample * * * crimson Calm Clover seed." The buyer ordered 1910 crop Crimson Clover seed. The seller accepted the order, and forwarded an invoice reciting that the seller did not guarantee any of the seeds sold, and, if not accepted on that condition, the buyer must return them at once. The buyer accepted the goods. Held, that the only warranties made by the seller were that the seed were of the 1910 crop and of the quality of the sample.—*Jacot v. Grossmann Seed Supply Co.* Supreme Court of Appeals of Virginia. 78 S. E. 646.

Action on Commission Merchant's Bond.—Section 2119, Rev. Laws 1905, providing that, if a licensed commission merchant shall fail to account for any property consigned to him for sale, the consignor may file with the Railroad and Warehouse Commission an affidavit setting forth the facts, and thereafter bring an action upon the commission merchant's bond, construed, and held, that the provision for filing the affidavit is merely directory, and the failure to file the same not fatal to the right of action on the bond. That provision of the statute was not incorporated therein for the benefit of the commission merchant or the surety on his bond.—*Farmers' Co-Operative Elvtr. Co. of Atwater v. Nels Enge.* Supreme Court of Minnesota. 142 N. W. 328.

Duty of Carrier to Notify Shipper of Refusal.—Where a consignee refused goods, when tendered by a carrier, and claimed that he had never purchased them from the consignor, the carrier must not only store the goods, but exert reasonable efforts to inform the consignor of the facts, or it will be liable for injury to the goods. Where a consignor seeks to recover from a carrier damages to goods, refused by the consignee when tendered, on the theory that the carrier should have given notice of the refusal, the carrier may show that it mailed a notice to the consignor, stating that the consignee had refused to receive the goods.—*Fine v. Barrett.* Supreme Court of New York. 142 N. Y. S. 533.

Carrier's Notice of Arrival.—Under a provision of a B/L making a carrier liable only as warehouseman after 48 hours after notice has been sent or given the consignee, a notice by mail is "given" only when it is delivered, and, when the consignee is in the town to which the goods were shipped and is well known to carrier's agents and equipped with modern means of communication, a notice posted and not delivered until two days thereafter will not be construed to have been "sent" so as to limit the carrier's liability from the time of mailing.—*St. Louis, B. & M. Ry. Co. v. Hicks.* Court of Civil Appeals of Texas. 158 S. W. 192.

Measure of Damages on Sale by Sample.—In an action by a purchaser of grain against a seller who shipped the grain direct to the purchaser's customers, for damages sustained because the grain did not correspond with the sample by which it was sold, an instruction, making the seller's liability for the amounts paid by the purchaser to its customers in settlement of their claims depend on whether the seller was aware of the facts and assented to the settlements, or was notified thereof and failed to object, was not erroneous, since, while a sale by sample is an implied warranty that the bulk is equal to the sample, the measure of damages for the breach of such warranty would not necessarily be the amount paid by the purchaser to the customers in settlement of their claims, unless the seller knew of such settlement and assented thereto.—*W. H. Small & Co. v. Schultz.* Appellate Court of Indiana. 102 N. E. 275.

Carrier's Failure to Furnish Grain Doors.—Where a carrier receiving grain and produce for shipping in bulk failed to furnish suitable grain doors, so that the car could be loaded to the maximum capacity to which the shipper was entitled, or to furnish lumber with which a shipper might so equip the cars as had been its custom, the shipper might recover the cost of lumber which he used in making the cars suitable for such shipment, unless the provisions of the Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]) as to interstate shipments, or the requirement of the Public Service Commission, acting under Public Service Commission Act (Laws 1907, c. 429) § 37, providing that upon reasonable notice every carrier should furnish to all persons sufficiently suitable cars for the transportation of freight in carload lots, have established a different rule, a determination of the public service commission made after the time during which plaintiff incurred the cost not being retroactive; and the action is one of which the state courts have cognizance under the general rules of law.—*Loomis v. Lehigh Valley R. Co.* Court of Appeals of New York. 101 N. E. 907.

Purchase of Crop of Bankrupt.—Claimant purchased of the bankrupt all his hop crop for 1909 at 8 cents a pound, the purchase price to be paid upon delivery of the hops. Advances were made from time to time, and prior to the date of the bankrupt's adjudication the claimant had inspected, weighed, and accepted all the hops on the ranch then ready for delivery, and had marked all the bales so accepted with the name and address of the consignee to whom he intended to ship them. After adjudication and defendant had hauled the hops to the railroad station for delivery, they were seized by the bankrupt's trustee. Held, that though, under the contract, the bankrupt was bound to deliver the hops at the railroad station, such provision was one that the buyer could waive, and that there was a delivery at the ranch of the bales accepted and marked, sufficient to pass title to the buyer.—Such facts showed a sufficient delivery and change of possession of the hops so selected, weighed, and marked, within Civ. Code Cal. § 3440, providing that transfers of personal property shall be void against creditors of the seller and successors in interest, etc., unless accompanied by immediate delivery and followed by actual and continued change of possession.—*Williamson v. Richardson.* U. S. Circuit Court of Appeals. 205 Fed. 245.

Insurance Notes.

The National Ass'n of Mutual Insurance Companies will hold a convention at Indianapolis, Ind., Sept. 16-19. Over 50% of the trade mutual insurance companies have already promised to attend, and a highly interesting conference seems assured.

The National Fire Protection Ass'n has at last recognized that the locomotive spark hazard is conspicuous enuf to receive special attention. A special com'te, which with the exception of myself is composed almost entirely of railroad men, has been organized; and in addition they seem to be organizing a separate ass'n among the railroad men to take up this problem.—C. A. McCotter, sec'y Grain Dealers National Mutual Fire Ins. Co.

OAT CROP.—The continued reports of poor results from threshing operations all tend to bear out previous estimates of an oat crop largely deficient in yield compared with last year, but conservative opinions incline to the belief that it will not be far from 1,000,000,000 bus. There is every likelihood, however, of values going to a permanently higher level than the present, in view of the now admitted serious shrinkage of the corn crop.—L. W. Forbell & Co.

DEALERS who persist in trying to buy more than their share of the grain marketed at their station invariably sacrifice their profits, and oftentimes obliterate their balance at the bank. Few country dealers have ever found it profitable to play the hog.

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MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.,
Lansing, Mich.

GRAIN DEALERS NATIONAL MUTUAL FIRE INSURANCE CO.,
Indianapolis, Ind.

Patents Granted

Appliance for Distributing Grain in Bins. No. 1,068,006. (See cut.) Thomas Pottinger, Edinburgh, Scotland. A receptacle is provided having an opening at the bottom. An adjustable plate, provided with clamps is suspended over the opening, and a hopper is suspended beneath the opening. On top of the grain in the bin is placed a number of distributing devices.

Grain Cleaning Machine. No. 1,069,453. (See cut.) James McDaniel, Minneapolis, Minn. This machine is equipped with means for agitating the screen and also means for whipping the screen to clear the meshes. The whipping apparatus is arranged to move across the screen during the whipping operation. Wires are provided under the screens to whip the undersurfaces of the screens.

Conveyor. No. 1,069,163. (See cut.) Holger J. Nielsen and Charles J. Borglin, San Francisco, and Ludwig C. A. Soeborg, Alameda, Cal. A conveyor structure is provided with a framework at its discharge end equipped with an arc-shaped horizontal track. A carriage operated with the conveyor is mounted on the track and is operated by a vertical pulley whose axis coincides with the center of the arc upon which the track is constructed.

Portable Grain Elevator. No. 1,068,978. (See cut.) Milford H. Bull, Yorkton, Saskatchewan, Canada. This elevator consists of a truck, standards near the opposite ends of the truck, a framework mounted on the truck between the standards and provided at its upper end with a roller. An elevator is mounted pivotally with one end connected to end of truck and rests against the roller. A drum and rope are furnished for moving the elevator.

Bag Holder. No. 1,067,888. (See cut.) James F. Thresher, Campbellsport, Wis. The holder comprises a bed plate, a standard fixed to this plate and another standard hinged to the plate, with means provided for holding it in a vertical position. The standards are made in two parts, the lower member being provided with a groove in which the upper member slides. In the upper member is a slot provided with a helical spring, and the top is fashioned into a hopper for directing the grain and holding the bag.

Folding Hopper and Support. No. 1,069,415. (See cut.) Parlee Clyde Grose, Blanchard township, Hancock County, O. The hopper is supported on a collapsible frame. The hopper is made of a flexible material so that the whole apparatus can be folded into small compass.

Grain Door. No. 1,068,327. (See cut.) David Darwin, Iron River, Wis. The jambs of the grain car are provided with U-shaped guides. A sheet metal door is built with bent edges bent into flanges which operate in the U-guides and anti-friction wheels are provided to carry the weight of the sliding door.

Automatic Weigher for Conveyors. No. 1,067,972. (See cut.) Harry Comstock, Mineville, N. Y. An electrical generator is connected up with the conveyor so as to run at a speed varying exactly in proportion with that of the conveyor. The generator is provided with a constantly excited field, and is connected to a supply of current at a constant potential. By means of a lever and a spring the resistance varies directly with the rise and fall of the conveyor belt.

Grain Door. No. 1,069,111. (See cut.) Doty D. Chase, Freeville, N. Y. This door consists of two sections, movable horizontally and meeting in the center. Each section is pivoted at one corner to the side of the car. Means are provided for holding the doors in position, and a locking apparatus locks the doors when they are subject to outward pressure and releases them when the pressure is inward. A small hinged door is also provided in the lower part of each section.

Device for Stringing Seed Corn. No. 1,069,595. (See cut.) Otto Armstrong, Ottumwa, Ia. This device consists of a horizontal bracket together with a U-shaped member having one end pivoted to the bracket and the lower end equipped with hooks. A rock lever pivoted to one edge of the bracket is connected to the two members by links. A treadle is provided with a cord long enuf to swing the member having straight sides beyond the hooks of the U-shaped member.

Books Received

FREIGHT RATES, by John P. Curran is a textbook on railway freight tariffs. The author illustrates and explains the various terms and usages in connection with rate construction. Certainly an elucidation of railway tariffs as they are now gotten up is a long felt want, and the book should be of considerable aid to the uninitiated. Blue cloth binding, 367 pages; Railway Text Book Publishing Co., Chicago, Ill.

A VALUABLE SUGGESTION for Shippers.

Owen A. Dutchess, of Kokomo, Ind., has made another valuable suggestion to shippers which should be heeded by shippers everywhere.

Do you furnish Certificates of Weights with each car shipped?

If you don't you are missing something. Most elevator men think its too much trouble, and most elevator men are merely making a living too.

When you furnish Certificates of Weights you:

Are more careful (usually) in the weighing and loading.

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Show (to others) confidence in your own weights.

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Show (to others) that you are watching your business closely.

Place your Commission Man, Broker or Receiver in a position to ask for investigation if contents of car fail to compare favorably with your weights, which may lead to re-weighing or examination of car for leakage.

Cause the Weighmaster to have more respect for your shipments.

Cause the R. R. Co.s to sit up and take notice if you are compelled to file claim for shrinkage.

The adoption of this plan will be only one of the little things that go to make you a better grain dealer.

Better get busy and lay in a supply of Certificate of Weights—you'll not regret it.

IMPORTS AND EXPORTS OF the Philippine Islands.

Imports into the Philippine Islands during 1912 totaled 7,129 tons of bran, middlings and mill feed, 770,249 bus. of oats, and 3,532,632 barrels of wheat flour, of which the United States furnished 641,902 bus. of oats, 330,429 barrels of wheat flour, and none of the bran, middlings and mill feed. In 1911 imports of bran, middlings and mill feed equaled 2,491 tons, oats 152,233 bus., and wheat flour 381,534 barrels, of which 65,805 bus. of oats, 245,334 barrels of flour, and none of bran, middlings and mill feed came from this country.

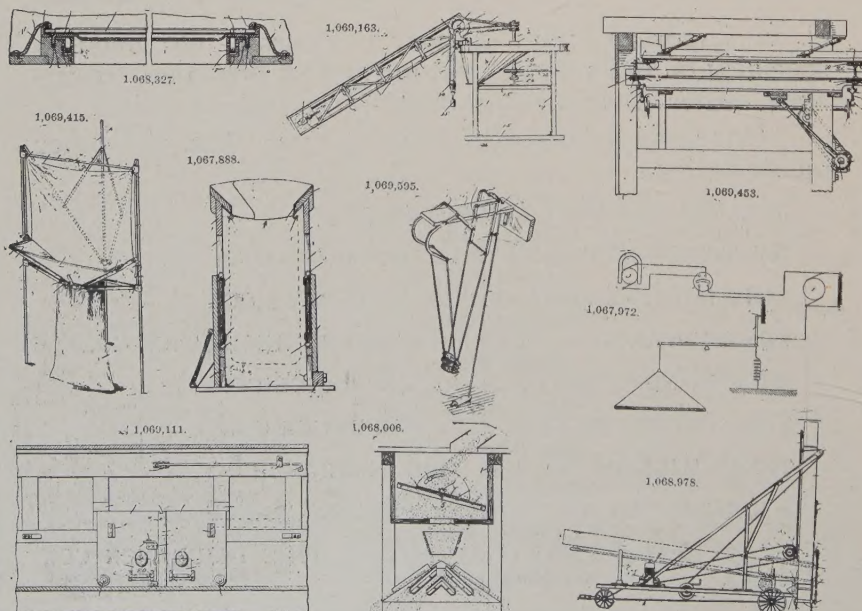
Rice imports equaled 663,710,870 lbs., compared with 404,929,261 lbs. imported in 1911. The imports of rice were the largest in the history of the islands except in 1903, due to the small local production because of drouth. The increase in the demand for wheat flour is also due to the same cause. Dried beans and peas imported totaled 66,239 bus. in 1912 and 69,010 bus. in 1911, of which 11,872 bus. and 10,602 bus., respectively, came from the United States.

Linseed oil amounting to 117,980 gals. was imported, compared with 124,747 gals. in 1911. Of these amounts, the United States furnished 14,703 gals. in 1912 and 28,968 gals. in 1911.

Seeds to the value of \$17,868 were imported in 1912, compared with \$17,868 in 1911.

The United States has shared fully in the increased commercial activity of the Philippines, imports from this country equalling 39 per cent of the total.

Gustin, Mich.—Crops are good, with the exception of winter wheat, which was a small acreage and badly winter killed. Peas, beans and all spring crops looking fine.—X.





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Chicago, Illinois.

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Replying to your letter of the 2nd in regard to our ad. in the "Help Wanted" columns of the Journal. We have received so many answers to the ad. in the one issue that we will not require any further insertions. We know of no better recommendation for your Journal as a medium for obtaining applicants for country stations, than the answers that we had to this ad. We will not hesitate to employ the columns of your paper again in case we need men.

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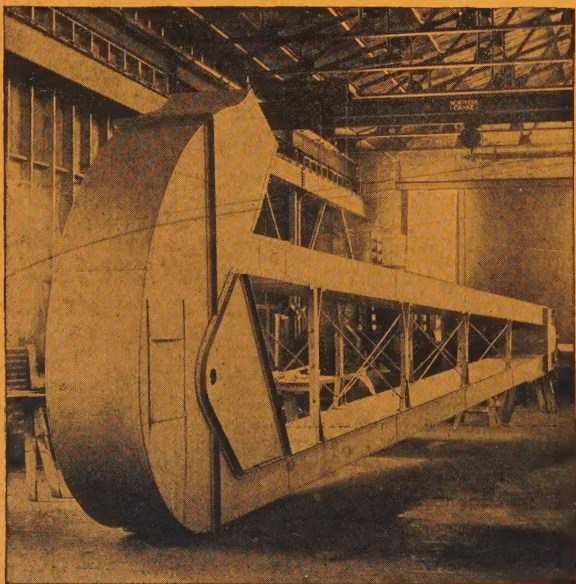
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